

Pathways, Park Lands and Recreation

DISTRICT OF LANTZVILLE

July 2026



Planning a network of pathways and park lands to connect our community and provide recreational opportunities.

Prepared by
The Parks and Trails Select Committee

Pathways, Park Lands and Recreation, District of Lantzville

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1. INTRODUCTION

This document provides recommended edits to two earlier documents, the *Trails and Journeyways Strategy, 2010*, and the *Parks, Trails and Recreation Plan, 2008*, as directed by Council in March 2024. This document upholds the goals stated in 2010 and 2008:

“to identify a workable trails and journeyways network in the District of Lantzville and the projects required to put it into place over the short to long term.” (*Trails and Journeyways Strategy, 2010*, Section 1.1).

“to guide decisions regarding acquisition and improvements in Lantzville’s system of parks, trails and waterfront accesses, as well as to guide the District’s involvement in recreational and cultural activities in the community...proposed trails are conceptual only, and formalizing any of these trails in the future is subject to the agreement of the landowners” and with a vision for “healthy aquatic and terrestrial ecosystems: a parks and trails system that helps to preserve the integrity and biological diversity of Lantzville’s land, freshwater and marine environments.” (*Parks, Trails and Recreation Plan, 2008*, pp 2, 3, 8)

The Parks and Trails Select Committee submits this document as a reference for a variety of users including Council, staff, consultants, District of Lantzville Committees, and the general public.

Section 2 recommends edits to the priorities for completing the network of *pathways and park lands* in Lantzville. Sections 3 and 5 are edits to the *classification of roads, types of pathways, and park lands* in the network. Section 4 updates content presented in the 2008 and 2010 documents on *protection of the environment and access to the foreshore*. Section 6 provides *Tables listing all existing and potential pathways, and park lands*. These are also shown on Map A, 2026. The Tables and Map A could be referenced when the Official Community Plan (OCP), 2019, is amended, during re-zoning, and at times of development applications such as subdivisions. The comments in Tables 6.1 and 6.2 may be useful for maintenance planning.

“On-going maintenance is essential to ensure that active transportation infrastructure remains safe, accessible, and attractive for users. A well-maintained network improves comfort and reliability, encourages year-round use, and protects the municipality’s infrastructure investment over time. The ATP recommends that maintenance planning be integrated into municipal operations to ensure that walking and cycling facilities receive consistent attention alongside road infrastructure.” (*District of Lantzville Active Transportation Plan, March 2026*, p.54)

Combining the recommended edits to the 2010 and 2008 documents into this document provides a single, comprehensive plan for Lantzville’s network of pathways, park lands, and recreation.

This document is a living document acknowledging that pathways, park lands, and priorities change. As a result, it will require regular updates.

2. PATHWAYS AND PARK LANDS: OBJECTIVES, PRIORITIES AND STRATEGIES

The 2010 Plan identifies objectives for a network of trails and journeyways throughout the District. These are laid out in the left column of Table 2.1. 2026. Recommended edits are noted in the right-hand column of the Table.

Table 2.1: Pathways - Objectives 2010 and 2026

Objectives - Trails & Journeyways Strategy, 2010	Objectives - 2026 Recommended Edits
Identify existing and potential pathways and park land.	The updated listings for pathways and park land are presented in <i>Table 6.1: Pathways, 2026</i> , <i>Table 6.2: Park Land, 2026</i> , and <i>Map A, 2026</i> . These tables are updates to <i>Table 3, Section 3, p. 4</i> of the 2010 Plan and to <i>Tables 3.1 and 3.2, pp 8-11</i> , of the 2008 Plan.
Update Map A, 2010 with the locations of all pathways and park land.	Map A 2026 is the update to Map A, 2010.
Identify general design guidelines for pathways.	Design guidelines for pathways were updated. Refer to Section 2.3.
Identify specific improvements to pathways.	Improvements and other notes are updated in the comments column in the Tables.
Recommend projects that are a high priority in the short term.	Several high-priority projects were recommended to Council for implementation. The projects and their status are summarized in Appendix 2: Moving Projects Forward, 2022-2026.

The 2010 and 2008 documents also identified several of the highest priority projects and gave guidance on how to prioritize the projects that will complete the network of pathways in Lantzville. These are listed in the left-hand column of Tables 2.2 and 2.3 following, with 2026 recommended edits in the right-hand column.

Table 2.2: Pathways - 2010 and 2026

Priorities - Trails & Journeyways Strategy, 2010	Priorities - 2026 Recommended Edits
Plan and develop a trail along the E&N Rail corridor in cooperation with the Regional District of Nanaimo, neighbouring municipalities and the Island Corridor Foundation.	Highest priority to complete the multi-use path from Ware Rd to Superior Rd. The section from Auld's Rd to Ware Rd is complete.
Initially focus on trail/journeyway projects that are "quick and easy", to show progress and gain public momentum; e.g., developing trails within undeveloped public rights-of-way (ROWs).	By Council resolution, staff were directed to construct or make improvements to four relatively "quick and easy" projects. The projects are ID#'s 11, 18,45, and 63. (Refer to Table 6.1 and Map A, 2026). All the District ROW's are listed in Table 6.1. The comments column includes notes for many existing pathways on ROW's that could receive "quick and easy" improvements.
Review upcoming road improvement projects for opportunities to meet the goals of this Strategy; e.g., widening and marking road shoulders along Lantzville, Dickinson and Superior Roads to improve pedestrian and bicycle safety.	Highest priority recommended for completion of the road shoulders on Lantzville, Dickinson, Superior, Aulds, and Northwind Rds. (Refer to Section 3.2 for more on road shoulders)
Continue to work with the Woodlot Licence Holder to protect, maintain and enhance the trail system in Woodlot #1475. Always be in a position to identify trail and journeyway priorities when development proposals come forward.	It is recommended that the Parks and Trails Select Committee schedule annual meetings with the Woodlot licensees. In April 2025, the licensees conducted an informative and educational tour in the area south of Stronge Rd.

Table 2.3: Park Lands - 2008 and 2026

Strategies - Parks, Trails and Recreation Plan, 2008	Strategies - 2026 Recommended Edits
Update the District's inventory of Environmentally Sensitive Areas (ESA), watercourses, and other natural features and reflect these updates in revisions to the Foothills to Foreshore (FTF) Plan and Official Community Plan (OCP) maps.	Refer to the Official Community Plan, 2019 and OCP Maps 2,8,9, and 10. Recommended to review relevant content in Tables 6.1 and 6.2 and on Map A, 2026.
Work with community organizations to protect and promote the stewardship of Lantzville's sensitive ecosystems and blue/green spaces.	Recommended to continue supporting the Lantzville Streamkeepers and the Broombusters and to support future work by community organizations and volunteer groups. Removal of invasive species is also a high priority.
Ensure the ongoing preservation of the Doumont Marsh, and consider a role for the Marsh in providing greater opportunities for wildlife viewing and education.	Recommended to review the ongoing preservation practices and use the Community Update to convey educational information to residents. Project ID#65 is a project for wildlife viewing.
Develop a plan for preserving Lantzville's treed character.	The Tree Protection and Management Bylaw No. 358, 2023 provides protection of trees on greenfield properties and some protection of significant trees once Schedule A of the Bylaw is completed. No further action taken to date to protect tree canopy and character.
Implement improvements to existing parks and park lands specified in Table 3-1; review and revise the improvements list annually.	Refer to the comments column in Table 6.1 for recommended improvements to existing parks and park lands. Continue to review and revise annually.
Review the sites of interest for future parks (Table 3-2), and their possible means of acquisition, annually.	Refer to Table 6.2: Park Lands - Part B.
Examine and trial-run a "Volunteers in Parks" (VIP) program.	By Council Resolution a Volunteer Policy was adopted on June 24, 2026.

Strategies - Parks, Trails and Recreation Plan, 2008	Strategies - 2026 Recommended Edits
Determine the best use of the tennis court property.	Refer to Appendix 2, listing C26-55, February 11, 2026 for grant and funding for this project and to Table 6.2 Part A listing for “Tennis Court”.
Develop and implement a trail and journeyway improvement strategy.	Recommended to adopt <i>Pathways, Park Lands and Recreation, District of Lantzville, July 2026</i> as the current Plan.
Establish a Beach Committee to: a) Inform Lantzville residents of ways of protecting and enhancing the natural character of Lantzville’s waterfront while protecting their private property. b) Develop a waterfront design plan. c) Initiate a shoreline rehabilitation project to showcase native shore vegetation and natural approaches to shoreline protection. d) Develop and promote an ‘adopt a beach access’ program.	Recommended to establish a Beach Committee and to continue working with Green Shores. Recommended to identify a shoreline rehabilitation project in conjunction with Green Shores.
In the Foothills: Provide for the planning, development, and long-term operation of the park and trails associated with the Foothills Estates.	Recommended to designate the park land as a wilderness park to preserve its natural character and for protection of the sensitive ecosystems.

Strategies - Parks, Trails and Recreation Plan, 2008	Strategies - 2026 Recommended Edits
In the Village Core implement two concepts: a) Green infrastructure – The objective is to integrate walkways and green spaces into the Village Centre and firmly establish a green character in a Village Centre revitalization plan. This “green infrastructure” should emphasize safe, enjoyable pedestrian and bicycle access inviting public spaces so that people, not vehicles, dominate the Centre’s scene. It should also aim to minimize the Centre’s impact on the environment by using “low impact development” measures indicated in section 4.2.5 of the OCP in the development and redevelopment of the Village Centre. b) Village Centre greenspace - The goal here is to knit the existing parks, open spaces and recreational facilities in and near the Village Centre into a cohesive network that would enhance the identity of Lantzville Village and reach out to the rest of the community through the trail and journeyway system. In addition, the large undeveloped property along Ware Road provides an opportunity to acquire further park space to enhance this concept in the future. In the long term, a park in this area could include sports fields, play areas, picnic facilities, walking and cycling trails that link to the community-wide trail system and to the beach.	Improvements to the Village Core are ongoing. It is recommended to prioritize the 2008 strategies, in the left-hand column, for Green infrastructure and greenspace.

Appendix 2 Moving Projects Forward: November 2022-July 2026, lists the resolutions of the Council, from 2022-2026, that are related to the network of pathways and park lands in the District.

3. ROADS AND PATHWAYS

3.1 Classification of Roads

The *Active Transportation Plan (ATP), District of Lantzville, March 2026* provides the most recent classification of Lantzville's roads. The Plan updates the road classification system used in the *Trails and Journeyways Strategy, 2010*, where roads were classified as *Major Journeyways* and *Minor Journeyways* to a system where roads are rated as *Primary*, *Secondary* or *Neighbourhood* routes.

Table 3.1 Active Transportation Plan, 2026. (Reference: *ATP, March 2026, p.41*)

<u>Primary Roads</u>	<u>Secondary Roads</u>	<u>Neighbourhood Roads</u>
Lantzville Rd: Nanaimo boundary to Superior Rd excluding Ware Rd to Tweedhope Rd. Ware Rd E&N: Nanaimo boundary to Ware Rd Ronald Rd Harby Rd Superior Rd: Lantzville Rd to Northwind Dr	Dickinson Rd Lantzville Rd: Superior Rd to Hwy 19 Lantzville School Rd Lynn Dr Peterson Rd Southwind Dr Normarel Dr Aulds Rd Harwood Dr	Schook Rd Lantzville Rd: Ware Rd to Tweedhope Rd Clark Dr Leland Rd Harby Rd East Phillip Rd Northwind Dr Lorenzen Lane Bayview Park Drive

Note: The routes mapped on page 41 of the *ATP, 2026* includes future roads that have not yet been constructed.

3.2 Pathways on Primary and Secondary Roads

The *Active Transportation Plan* also lays out a plan for pathways consistent with provincial and national frameworks (*Active Transportation Plan, March 2026*, p.6). There are challenges to applying the framework to roadways in the District of Lantzville.

One challenge is the width of the roadways, as they may be too narrow to accommodate the pathways assigned in the *Active Transportation Plan*. However, the width of many District roadways, especially the Primary and Secondary roads, may be wide enough for construction of road shoulders. The road shoulder is:

“the area to the right of the solid white line at the right side of the roadway, or the part of the highway to the right of the pavement if that solid white line is not present. The roadway is between the centre of the highway and the shoulder.” (<https://www.drivesmartbc.ca/lanes/driving-shoulder>).

Construction of road shoulders is an important piece of the future network of pathways in Lantzville and neighbouring areas. Completing and widening road shoulders was identified as the highest priority in the *Trails and Journeyways Strategy*, 2010.

“Wider paved shoulders increase the life of roads and are also safer for motor vehicles. When proposing a road project our planners, engineers and politicians need to make intelligent, informed decisions on how wide those roadways need to be.” (<https://www.escarpmentmagazine.ca/recreation/cycling-safety/>).

The Committee recommends that, as District roads are upgraded, the road shoulders be completed, on both sides of the road when possible. It is also recommended that Primary roads have an asphalt road shoulder 1.5 m in width and Secondary roads have a road shoulder with a 1 m minimum width. The greater width on Primary roads improves safety: these roads receive higher volumes of traffic with vehicles travelling at higher speeds.

There are other important challenges to consider during planning and construction of the network of pathways connecting the community, including:

- Rising infrastructure costs;
- Proximity of private properties;
- Safety considerations;
- Fewer opportunities for grant funding; and
- Climate Action planning.

It is recommended to assign the highest priority to projects that:

- Complete the construction of a road shoulder;
- Provide pathways that are separated from the road shoulder; and
- Provide pathways designed and constructed to use natural topography, meandering around trees, and telephone poles, not overly engineered, and with permeable surfaces.

It will be up to staff, Council, and future Parks and Trails Select Committees to discuss, and for Council to prioritize, the projects that will be implemented.

Notes:

Planning pathways adjacent to roadways creates the challenges noted in the *Trails and Journeyways Strategy, 2010*.

“Constraints - e.g., private land, lack of space in existing ROW” (*Trails and Journeyways Strategy, 2010 p.1*)

The *Parks, Trails and Recreation Plan, 2008* also noted constraints and asked that the following be considered when designing pathways.

“Whether trails should be wide or narrow, paved, gravel or earth is determined by the location, level of use, topography, cost and environmental sensitivity, as well as the community’s desire to maintain a ‘natural’ atmosphere in Lantzville’s parks and trails system. Generally, trails between major destinations...would be developed to support high use by a variety of modes...Trails bordering environmentally sensitive areas would be of a more undeveloped nature.” (*Parks, Trails and Recreation Plan, 2008 p.11*)

Most of Lantzville’s roads are constructed with ditches on one or both sides of the road for management of stormwater. Considered unattractive by some, these ditches absorb and remove contaminants from the water that empties onto the foreshore. When the space is used to accommodate a pathway, it is necessary to lay pipes in the ditch for stormwater management, then add fill before levelling and constructing a pathway. Stormwater pipes speed the flow of water to the foreshore without absorbing or removing contamination. Today’s best practices for the environment are to retain existing ditch systems. A pathway may be constructed on the other side of the ditch or, when this is not possible, the stormwater system is constructed to ‘green’ infrastructure standards or a combination of ‘green’ and ‘grey’ infrastructure.

3.3 Types of Pathways

Table 3.3 identifies five types of pathway in the existing and future network of pathways in the District. There are several types of pathways not yet identified with Design Guidelines, that are added to a sixth category titled 'Other'. All pathways are shown on Map A, 2026.

Pathways are intended to:

“provide for safe and enjoyable use without ‘overbuilding’ the network, keeping in mind the desire to retain Lantzville’s semi-rural character and to use the community’s limited financial resources wisely...standards should be reviewed to provide for a wider range of trail and pathway situations... The guidelines are not intended to provide engineering specifications or standards but rather to indicate a desirable future state for each of these types.” (*Trails and Journeyways Strategy, 2010*, pp1,2)

Table 3.3 Types of Pathways

Types of Pathway	Examples
1. Bike Route	The shoulder of the road, to the right of a white edge line, also referred to as the white fog line, and paved with 1.5 m of asphalt.
2. Multi-use Path (‘Shared Pathways’)	The E&N Trail from Clark Dr to Ware Rd. The pathway in the Village Core on the north side of Lantzville Rd.
3. Semi-rural Trail	The trail from the Seaview School field to the public access at the end of Lynn Dr. The trail along Lantzville Rd from Leland Rd to Huddlestone Rd.
4. Hiking Trail	The Copley Ridge Trail. Trails in the Foothills Park and in the Woodlot #1473.
5. Beach Walk	The Lantzville foreshore.
6. Other pathways	Asphalt paths, sidewalks, gravel lanes, wide dirt/gravel paths, natural grass paths. Examples: Separated asphalt path on the east side Harwood Rd, south of Galloway Marsh; Sidewalks with non-mountable curbs: Sabrina Rd, Sunbury Rd and Shale Rd; Dirt/gravel pathway along the south side of Harwood Marsh; and Grass connector path from Harby Dr West to Slogar Place.

3.3.1 Bike Routes

Bike routes located on road shoulders are not ideal for pedestrians or inexperienced bike users. Rather, they are intended for cyclists with the skills needed to ride in close proximity to vehicles travelling at high speeds. A semi-rural trail or asphalt pathway adjacent to the shoulder, or further separated from the road, would have a more natural feel and provide additional safety for users.

Most of the **high-priority** projects identified in the 2010 Trails and Journeyways Strategy are for construction of road shoulders, as they provide a significant improvement to the safety of pedestrians and cyclists. A shoulder width of 1 m was specified in the 2010 planning.

However, the Committee recommends that road shoulders be increased to 1.5 m width on Primary Routes and to a minimum of 1.0 m on Secondary Routes. The construction of road shoulders, especially on primary and secondary roads and in areas where construction is easy, is recommended to remain a high priority. Painting the white edge line is recommended. The absolute minimum width for a paved road shoulder is 1.0 m. It is also recommended to construct road shoulders on each side of the road where a road right-of-way has sufficient width.

Road shoulders are:

“...typically found on streets without curb and gutter, with shoulders wide enough for shared bicycle/pedestrian travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway.” (Nanaimo Transportation Master Plan, p. 56

Photos: Left: Lantzville road shoulder. Middle: 1.5 m road shoulder. Right: road shoulder marked for use by cyclists.



Road Shoulder: < 1 m width



Road Shoulder, 1.5 m asphalt



Road Shoulder, 1.5 m, also marked for use as a bike route.
Photo credit: Nanaimo Transportation Master Plan

3.3.2 Multi-use Path

The Multi-use Path may be used by pedestrians, cyclists, and other non-motorized users. Electric bikes and scooters are normally permitted. Provincial standards require a width from 3 m to 4 m, usually asphalt, sometimes gravel (Ex: Galloping Goose trail).

Multi-use paths, also called ‘shared pathways’ are always separated from the road (https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide-low-res/2019-06-14_bcatdg_section_e_rfs.pdf).

Lantzville’s most frequently used multi-use path is the E&N shared pathway located between Clark Drive and Ware Rd. It is a **high priority** to continue this shared pathway in the E&N Rail Corridor from Ware Rd to Superior Rd. This will require cooperation with the Regional District of Nanaimo, *Snaw naw as*, neighbouring municipalities, and the Island Corridor Foundation.

In 2022, another multi-use path was constructed beside Peterson Rd from Lantzville Rd to Harby Rd East. This pathway is part of a longer route connecting the Village Core to the Ware Rd intersection at Hwy 19. It is a recommended **high priority** to complete the the route in Upper Lantzville along Ware Rd for connection to the asphalt path in front of 7425 Aulds Rd. The asphalt path continues to Dixon Lane in the Foothills.

There is also a multi-use path in the Village Core on the north side of Lantzville Rd from Tweedhope Rd to Dickinson Rd.

Two recent developments provide shorter sections of multi-use path that do not yet connect to other pathways. One is on Lantzville Rd in front of Island Views development, and another on Dickinson Rd in front of the Shale Rd subdivision.

The 2010 plan identified two major trails for construction to the multi-use standards of that time.

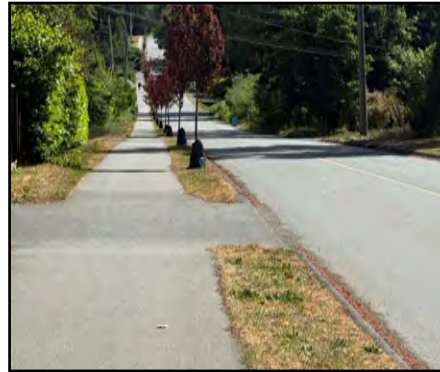
“While there are no existing major trails in Lantzville, two are proposed for future development in Lantzville:

- a major trail running parallel to Ware Road from Lantzville Road to Highway 19; and
- a major trail along the E&N Rail Corridor within the District boundaries.

Notes: The E&N trail has been completed. The multi-use trail along Ware Rd may be dedicated at time of rezoning of the property.



Multi-use path along Ware Rd



Multi-use path along Peterson Rd



Notes:

The general design guideline in 2010 for the major trails above was to construct the path way with a paved or firm gravel surface, 1m up to 2.5m width. This specification was in conformance with the multi-use trail specifications in the District's *Subdivision and Development Bylaw No. 55, Drawing No. R1655 (Figure 5)*. When the major trail was within a road ROW, the specification was a minimum 1 meter separation from the vehicle lane." (*Trails and Journeyways Strategy, 2010* , p. 6).

The *Subdivision and Development Works and Services Bylaw 55*, was replaced with *Bylaw 175, 2020*. The new bylaw requires that new roads be constructed, and old roads upgraded, to an urban road standard. Often this means that roads are narrowed to eliminate the road shoulder, adding curbs, and filling ditches filled with pipes to accommodate paved sidewalks. The 2022-2026 Council is considering amendments to *Bylaw 175, 2020* to permit construction of new roads to semi-rural road standards so Lantzville can better manage the infrastructure costs that come with growth. Amendments to *Bylaw 175, 2020* may also include low-level lighting consistent with night sky friendly requirements. The lighting in the Foothills is a good example..

3.3.3 Semi-rural Trail

Semi-rural trails are easy to build, relatively low in cost, and require little maintenance. They can be ideal connector trails between neighbourhoods. The semi-rural trail can also be designed and constructed adjacent to the road shoulder or with more separation from the road. Separation improves the safety for users.

The surface recommended is a firm, permeable surface suitable for walkers, joggers, runners, and cyclists. This type of trail is not ideal for road bikes, city e-bikes, skateboards, or scooters, who generally prefer to ride in the road shoulder or on a designated bike route.

Highest-priority locations for semi-rural trails are: on Lantzville Rd from the Village Core to Superior Rd on both sides of the road, the north side of Dickinson Rd and along Aulds Rd. The route for a semi-rural trail along Aulds Rd was approved by Council in Spring 2026, with construction scheduled for late Spring 2026 or early 2027. Portions of the route from the Village Core to Superior Rd are complete.



The School trail



Semi-rural Trail separated from Lantzville Rd.



Trail at top of Peterson

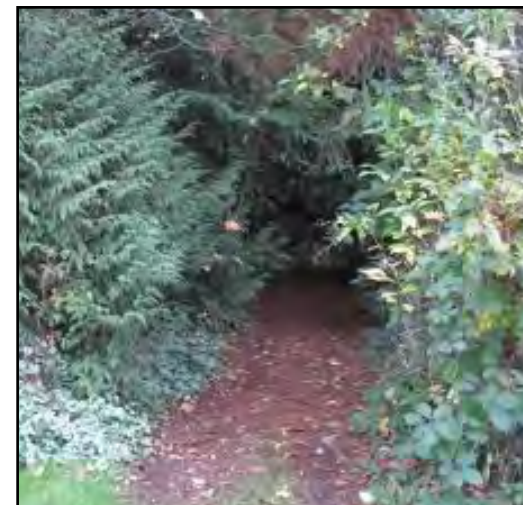
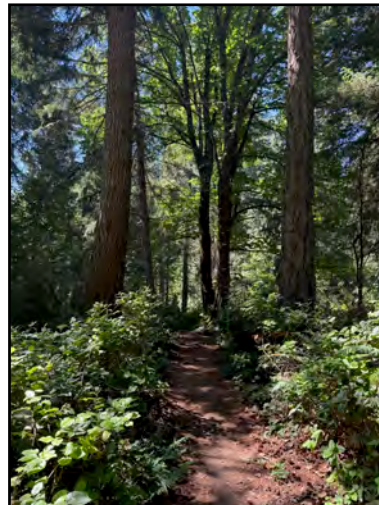
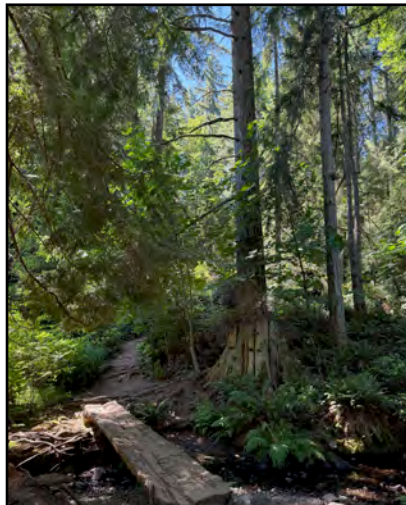
3.3.4 Hiking Trail

The Copley Ridge Recreation Trail is the only designated hiking trail managed by the District of Lantzville. The trail may be closed during fire season when the fire risk level is high. Mapping of the Trail with background information may be found at <https://www.lantzville.ca/cms/wpattachments/wpID403atID4195.pdf>.

Map A, 2026, Section 6 p. 67, shows accurate mapping of the Copley Ridge Recreation Trail. There are other hiking trails in the Foothills area and throughout Crown Woodlot #1473. Not all trails are shown on Map A, 2026. This could be addressed by a future Parks and Trails Select Committee.

The hiking trails are natural surfaces with rocks, roots, wet areas, steep slopes, and deadfall. They are used by hikers, trail runners, and mountain bikers. Also by wildlife, including bears, cougars, and deer. Users should be prepared.

Hiking trails in Lantzville: left and middle in Woodlot #1373. Far right is a connection trail from Westwind Dr.



3.3.5 Beach Walk

The entire 6 km of shoreline is walkable, but only at the lowest tides of the year. During a normal low tide the beach is not walkable where the foreshore is mostly cliffs, the area west of Blunden Point at the end of Sebastion Rd. The cliffs are designated within the *Environmentally Sensitive Area, DPA 2* of the *Official Community Plan, 2019*. Foreshore protection and public accesses are described in detail in Section 3.4 of this plan. Most of the beach walk is stone, small gravel, larger rocks, and bedrock. There are some sandy areas.

"Pursuant to Section 488 (1) (a) and (b) of the *Local Government Act*, the entire shoreline of the District of Lantzville at the Salish Sea is designated within the Coast Development Permit Area #3, including the land within 15 m inland from the natural boundary, and also the public foreshore from the natural boundary seaward to the water low tide line, as shown on Maps 9 and 10" (Reference OCP, 2019, Sec 11.5 DPA 3 Coastal Protection and OCP Maps 9 and 10.)

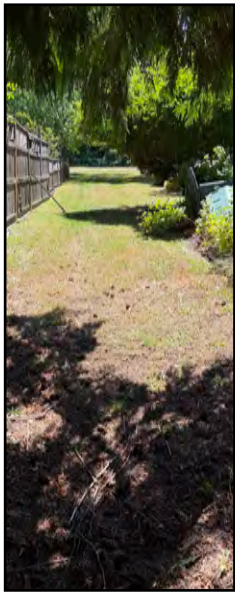
The beach is walkable at high tide, with the exception of the area below the cliffs and an area east of Jack's Road where there is extensive rip rap property infill. There may be other impassable spots where there is construction on the foreshore.

Beach walk



3.3.6 Other Pathways

The network of pathways includes sidewalks, gravel lanes, dirt/gravel paths, and natural grass paths. These pathways should be designed without over-engineering and be left as natural as possible to maintain the character of the community. At a future date, design guidelines for sidewalks adjacent to the road, and separated from the road could be added to this document. (Example: photo below, far right.)



Slogar Rd to
Harby Rd East



South side of Galloway Marsh in Upper Lantzville



East side of Harwood Drive heading
up into the Foothills

4. LAND AND WATER

4.1 Protection of the Environment

Lantzville is a desirable place for people who want to live in a semi-rural community with an abundance of natural surroundings; trees, open spaces, watercourses, and the foreshore. It is vital to be proactive finding ways to develop and maintain connections between Lantzville's natural areas with park lands, pathways, and biodiversity corridors.

The *Parks, Trails and Recreation Plan, 2008* provided a vision for the protection and preservation of Lantzville's natural environment.

Vision - healthy aquatic and terrestrial ecosystems: a parks and trails system that helps to preserve the integrity and biological diversity of Lantzville's land, freshwater and marine environments...Protecting and enhancing the land, waterways and marine environment is a vital part of land use planning...Lantzville and its surrounding area have a diversity of such spaces, including coastal Douglas fir forests, Arbutus and Garry oak woodlands, creek systems, highly productive wetlands, meadows, rocky bluffs, intertidal and sub-tidal zones along the foreshore..(*Parks and Trails Recreation Plan*, p.1)



The 2008 document also provided strategies of value today, that protect many natural features including watercourses, marshes, and Lantzville's tree canopy. These are reproduced in the first two columns of Table 4.1. The right-hand column of the table updates the status of these strategies.

Table 4.1: Protection of the Environment - 2008 and 2026

Strategy - Parks, Trails and Recreation Plan, 2008	How - Parks, Trails and Recreation Plan, 2008	2026 Recommended Edits
1. Update the District's inventory of ESAs, watercourses and other natural features and reflect these updates in revisions to the FTF Plan and OCP maps.	Once a year, the Commission * will review Map 1 in collaboration with District staff to identify changes in the status of any environmental features, and additions to the inventory based on new information that comes forward from development applications and other sources. If necessary, recommend amendments to the OCP to reflect these changes.	Refer to the <i>Official Community Plan, 2019</i> , Development Permit Areas, and OCP Maps 2 and 9.
2. Work with community organizations to protect and promote the stewardship of Lantzville's sensitive ecosystems and blue/green spaces	For example, the Lantzville Streamkeepers Society has done much to raise public awareness about the value of Lantzville's streams and wetlands. The District wishes to work with stewardship groups like the Lantzville Streamkeepers in monitoring, restoring and promoting the values of Lantzville's sensitive ecosystems. Specific actions may include holding a strategy session with the Lantzville Streamkeepers, and working with the Georgia Strait Alliance in setting up a program for monitoring the health of Lantzville's foreshore.	The Lantzville Streamkeepers Society has remained active over the years and continues its stewardship work today. They have been key to the protection of Knarston and Bloods Creek. Broombusters provides annual work days for removal of Scotch Broom in the District of Lantzville.
3. Ensure the ongoing preservation of the Doumont Marsh, and consider a role for the Marsh in providing greater opportunities for wildlife viewing and education.	The covenant that forms the basis of the agreement between the Doumont family, the Ministry of Environment and Ducks Unlimited for the conservation of Doumont Marsh comes up for renewal in 2010. The Commission wishes to determine the interests of these parties in the long-term fate of the marsh, and seek ways that the District can assist in ensuring the long-term preservation and potential enhancement of the Marsh. An initial action would be to extend an invitation to meet with the property owners and Ducks Unlimited to explore these opportunities.	The Marsh was restored in 1995 through a collaborative agreement between the Doumont family, Ducks Unlimited, the Ministry of Environment, and local groups.

Strategy - Parks, Trails and Recreation Plan, 2008	How - Parks, Trails and Recreation Plan, 2008	2026 Recommended Edits
4. Develop a plan for preserving Lantzville's treed character.	The 2005 OCP states that Council will investigate tree removal bylaws or other measures to retain the "urban forest" of Lantzville (<i>policy 4.2.1.7</i>). To move forward on this policy, the Commission proposes to commission a study that reviews the ways in which trees benefit our community (e.g., removal of pollutants, stormwater management, shade and cooling, sequestering carbon, enhanced biodiversity, increased property values, etc.), and to develop options for a "Lantzville Urban Forest Plan". This Plan will also have significance in addressing climate change from a community perspective. Based on that study, the Commission would make recommendations to Council for policies and measures to protect Lantzville's trees.	In 2024, the District of Lantzville adopted the <i>Tree Protection and Management Bylaw, No.358</i>. It prohibits the cutting of trees on vacant land prior to time of development and requires a development application to provide a Tree Management Plan. Schedule A, a list of <i>significant</i> and <i>protected</i> trees, of the Bylaw has not been completed. The Bylaw does not prohibit the cutting of trees on inhabited properties. Additional protections to preserve Lantzville treed character is highly recommended. Tree density targets may be considered. Example: City of Courtenay, https://www.courtenay.ca/media/file/2850-tree-protection-bylaw

* "Commission" refers to the *Parks and Recreation Commission*, now the *Parks and Trails Select Committee*.

4.2 Watercourses, Marsh Lands, and Catchment Areas.

The District of Lantzville has seven drainage basins collecting water run-off and channeling it to the ocean through watercourses, ditches, pipes and culverts. They are listed in the first column in Table 4.2 with their catchment areas described in column 2. The current status of catchment areas is described in column 3.

The 2007 study analyzed several catchment areas, including Doumont Marsh, Galloway Marsh, and Copley Pond. They are managed by the District. There are other catchment areas located on private property and proposed for future District management with park land protection at time of development or subdivision of the private property.

The *Koers Drainage Study, 2007* analyzed the seven drainage basins taking detailed measurements and modelling. Doumont Marsh is identified as a key catchment area in the *Study*, and is part of the Knarston Creek basin. Galloway Marsh is discussed as an area that may accommodate additional water storage providing the impact on downstream drainage structures, such as culverts, is minimized. The study includes a list of important findings and recommendations (*Koers Drainage Study, 2007, pp 27-31*).

- The two main drainage courses within the District, namely Knarston Creek and Bloods Creek, are significant creeks, and have significant environmental importance.
- Potential for additional stormwater treatment and detention in the low-lying areas between Leland and Peterson Roads, and between Peterson and Lantzville Roads.
- The remaining drainage courses that contain open channels either have, or have the potential to become, environmentally significant features.
- Identification of current and possible future wetland detention areas that could serve to mitigate peak runoff events and potentially reduce the size of required downstream improvement projects.
- Utilize the on-site storm water detention features in future developments as much as possible or practical to mitigate the impact of post development flows on downstream facilities.
- The District's adoption of low-impact standards places the onus on developers to ensure that on-site measures are incorporated into future developments and to ensure that post-development runoff flows do not exceed pre-development levels.
- Identification of current and possible future wetland detention area could serve to mitigate peak runoff events and potentially reduce the size of required downstream improvement projects.
- Ensure storm detention ponds and wetland features are implemented into future development projects.

It is noted that Council set aside funds, in the 2026 budget, for the *Koers Drainage Study, 2007* to be updated.

Table 4.2: Catchment Areas, 2007 and 2026

The Drainage Basin/ Catchment Area	2007 Catchment Areas	2026 Recommended Edits
Knarston Creek	- Legacy Marsh - Winchelsea Golf Course	Legacy Marsh is designated within <i>Development Permit Area (DPA) 1 - Watercourse Protection, OCP, 2019, Map.9.</i> and under the <i>BC Riparian Areas Protection Act (RAPR)</i>. Map A shows the two Catchment areas at Winchelsea Golf Course.
Sebastion Road	Between Leland and Peterson Rds on numerous Private Properties: 7017, 7023, and 7032 Leland Rd; 7438, 7430, 7416, 7408, and 7400 Mrus Dr; 7425, 7405, 7351, 7343, 7335 , 7317, 7316 and 7303 Lantzville Rd; and 7023 and 7052 Peterson Rd; and 7103, 7109, and 7115 Harper Rd; and 7112, 7130, 7140, 7151, 7163, 7166, 7174, 7178 and 7183 Sebastion Rd; and 7351 and 7345 Venture Rd.	The Sebastion drainage basin is designated within <i>Development Permit Area (DPA) 1 - Watercourse Protection, OCP, 2019, Map.9.</i> and under the <i>BC Riparian Areas Protection Act (RAPR)</i>. The area of wet land in the 7502 Peterson Rd subdivision is to be dedicated as park land to the District at the time of subdivision. Recommended to update Map A after dedication and to ensure the protection under <i>DPA 1</i> and <i>RAPR</i>. The portion of the watercourse closest to the outflow at the beach has not been secured with <i>DPA1</i> protection. It is recommended that this be a high priority.
Huddleston Road	- Copley Pond - Watercourse on private properties at 7335 and 7283 Lantzville Rd	Copley Pond is Park Land. It is a 'storm detention pond' managed by the District of Lantzville. Highest priority to update mapping and secure riparian protection for the two watercourses that leave the wet land located at 7052 Peterson Rd. The older watercourse, called Slogar Creek, sometimes referred to as Stewart Creek, is part of the Sebastion Drainage Basin. A second watercourse was recently (2017?) constructed through the properties at 7335 and 7283 Lantzville Rd, with connection to the pipe underground on the west side of Huddleston Rd and outflow at Huddleston beach. The Toth report, 2024, provides additional details.(Toth Report: https://www.lantzville.ca/cms/wpattachments/wplD1107atID6907.pdf)
Jack's Road	Two catchment areas located on private properties at 7220 Ware Rd and 7133 Lantzville Rd.	Not protected in OCP, 2019. Highest priority to acquire these areas as Park Land at time of rezoning and to restore them as water catchment areas.
Bloods Creek	Bloods Creek.	Bloods Creek is designated within <i>Development Permit Area (DPA) 1 - Watercourse Protection, OCP, 2019, Map.9.</i> and under the <i>BC Riparian Areas Protection Act (RAPR)</i>.

The Drainage Basin/ Catchment Area	2007 Catchment Areas	2026 Recommended Edits
Lantzville Road North	Catchment areas on ALR land, south of Lantzville Rd with properties at 7619, 7603, 7579, 7565, 7491 Lantzville Rd.	The east end of this catchment area, in 7491 Lantzville Rd, is the only catchment area protected. It is designated within <i>Development Permit Area (DPA) 1 - Watercourse Protection, OCP, 2019, Map.9.</i> and under the <i>BC Riparian Areas Protection Act (RAPR)</i> .
Miscellaneous	Areas beside Harper Rd, Tweedhope Rd, Lancrest Crescent, Myron Rd, and Oar Rd.	No areas shown on the Lantzville interactive web map as designated with DPA 1 protection.

4.3 The Foreshore: Protection and Public Access

Eleven constructed road-ends in Lantzville provide public access to the waterfront. (Oar, Myron, Lavender, Tweedhope, Huddlestone, Harper, Sebastian, Benwaldun, Shangri La, Eby, and North Roads). There are five ROW's that offer viewpoints. (Jack's Rd, Hall Rd, Peterson Rd, and Wilson Rd at the ROW between 7566 and 7578 Lantzville Rd). Currently Peterson Rd and Jack's Rd are easily accessible by the public.

The *Parks, Trails and Recreation Plan, 2008*, (Table 5-1, p. 17), describes these waterfront accesses, and through a resident survey, concluded the community wanted to keep the waterfront accesses as natural as possible. Basic equipment (garbage cans, pet bag dispenser, vehicle barriers, benches) was generally supported, but there was little support for other types of facilities (e.g. toilets or picnic tables). The 2008 document discussed strategies for the waterfront, addressing concerns about the use of the foreshore and promoting actions that support a stewardship role for protecting this community asset. (*Parks, Trails and Recreation Plan*, Table 5.4.) Part of the 2008 table on strategies is shown in Table 4.3 below.

The Parks and Trails Select Committee concludes that the 2008 strategies are relevant and important to current planning and recommends that those listed in Table 4.3 be endorsed. At present, the District does not have a comprehensive plan for road ends and their waterfront accesses.

The Design Select Committee, established in 2025, and the Parks and Trails Select Committee could be directed by future Councils to develop and implement plans. Also, in 2025, the end of Jack's Road was redesigned. Work is nearly completed. Future plans include stairs access to the beach. Sebastian, Harper, and Lavender Road ends are scheduled for design upgrades in 2026 - 2027.

Table 4.3

Strategies - Parks, Trails and Recreation Plan, 2008	How - Parks, Trails and Recreation Plan, 2008	2026 Recommended Edits
1. Establish a Beach Committee.	The Committee would oversee implementation of the following strategies.	no action taken Refer to Design Select Committee?
2. Inform Lantzville residents of ways of protecting and enhancing the natural character of Lantzville's waterfront while protecting their private property.	a) Review and update "Your Lantzville Shoreline" brochure; consider and implement methods for its distribution. b) Develop a workshop series to involve residents in learning about the foreshore and nearshore environment, and shore-friendly ways of protecting waterfront property. Senior agencies (MOE, DFO), other local governments (e.g., Parksville, the RDN) and non-governmental organizations (e.g., Green Shores, Georgia Strait Alliance, Mid-Vancouver Island Habitat Enhancement Society) may be keen to collaborate.	no action taken Refer to staff and Parks and Trails Select Committee?
3. Develop a waterfront design plan.	A design plan for all the waterfront accesses would address the following as well as any other issues identified by the Beach Committee, staff or Council; • A common design and layout for equipment and facilities at accesses. • Need for information signage and opportunities for interpretive signage; • where regulatory notices (e.g. regarding shellfish harvesting) are needed as well as providing information on marine life and processes. • Parking plans to optimize limited space, where needed - e.g. Sebastion, Harper and Oar Roads. Consider designated parking for disabled. • Means of promoting 'park and walk' to the waterfront, emphasizing connections via trails and journey ways from established parking areas. • Ways of reducing unwanted noise and activities, e.g. applying "Crime Prevention through Environmental design" (CEPTED) principles.	in process with staff and the Design Select Committee.
4. Initiate a shoreline rehabilitation project to showcase native shore vegetation and natural approaches to shoreline protection.	Choose a waterfront access where a rehabilitation 'plot' can be established, taking into account access needs. Commission a landscape/protection design and associated interpretive signage; install; review success of the project as an education tool and rehabilitative measure; consider rehab plots at other accesses, as feasible.	no action taken Refer to Design Select Committee?
5. Develop and promote an 'adopt a beach access' program.	This program could be developed in conjunction with the waterfront design plan, to get interested residents directly involved in the planning and execution of waterfront facilities and their long-term upkeep. A program like this can generate a sense of stewardship for Lantzville's valuable waterfront.	no action taken Refer to staff and Parks and Trails Select Committee?

Hardening of the Foreshore

The 2008 document emphasizes that Lantzville's waterfront, the foreshore, is one of the most valuable natural and recreation areas in the municipality. The entire waterfront is now protected within *Development Permit Area (DPA) 3 - Coastal Protection* of the *Official Community Plan, 2019*. Development activities are regulated within 15 m inland of the natural boundary extending seaward to the low tide line.

"Pursuant to Section 488(1) (a) and (b) of the Local Government Act, the entire shoreline of the District of Lantzville at the Salish Sea is designated a Development Permit Area, including the land within 15 m inland of the natural boundary, and also the public foreshore from the natural boundary seaward to the water low tide line, as shown on Maps 9 and 10". (OCP, 2019, Section 11.5.1 and OCP Maps 9 and 10).

The DPA also discourages authorities from approving areas that have been acquired by waterfront property owners by 'accretion'. In some cases property owners had their land resurveyed to legalize the land acquired by accretion as their property. Others have hardened the foreshore to control natural erosion and prevent loss of property.

A substantial amount of the foreshore, above the high tide line, has been hardened over the years. Hardening is a way to control erosion with encroachments including concrete retaining walls, rip rap walls, and secured logs. This hardening of the foreshore has made areas difficult, or not feasible, to walk when tides are high. Hardening may also have a negative impact on adjacent areas. It is estimated that about 70% of the shoreline in Lantzville has been hardened.

Green Shores planning can be an effective way for property owners to protect their land from impacts of high tides, storm surges, and erosion. (Green Shores Stewardship for BC: <https://stewardshipcentrebc.ca/green-shores-home/>)

Best practices are to allow the shoreline to change with tides, waves and storms that continually erode and deposit gravel and sand, usually brought in from points to the south.

It is of the **highest priority** to strengthen the language in DPA 3, and other DPA's, to ensure the protections in these permit areas.

The OCP, 2019, *Section 4.2.5* provides further information on DPA 2 - Coastal Protection, including specific policies that may protect this ecosystem.

“To protect this ecosystem, and to provide opportunities for public use, the District adopts the following policies:

1. The Plan designates the entire shoreline of the District as a Development Permit Area as indicated on Map 9. Guidelines for use and development of this area are in Part 3, Section 11 of this Plan.
2. The District encourages users of the waterfront and ocean, and adjacent residents, to refrain from disturbing or polluting marine and related terrestrial natural habitats and from littering public areas.
3. Except where otherwise permitted in the Zoning Bylaw, buildings and accessory structures must be set back at least 15 m from the property boundary adjacent to the Salish Sea. This 15 m area will be limited to uses that have minimal impact on the marine foreshore and bank.
4. The flood construction level will be an elevation at least 4.5 m geodetic (or 2.0 m above the high-water level of the Salish Sea, whichever is greater). This flood construction level may change from time to time due to the influence of anticipated sea level rise. Structures that have an anticipated life exceeding 75 years shall require a custom flood construction level that anticipates sea level rise to the end of the structure life, as determined by a qualified professional (marine engineer and/or or geotechnical engineer).
5. The District encourages the retention and restoration of natural shoreline vegetation and naturally occurring driftwood and rocks, following a green shores approach.
6. The District discourages armouring of the shoreline by retaining walls, cement blocks, or other permanent structures unless erosion is directly threatening the permitted residential building.
7. The need for all erosion protection structures, and the design and materials of the erosion control features, shall be determined by a qualified professional (marine engineer and/or geotechnical engineer), and will be approved by appropriate federal and provincial agencies and the District of Lantzville.
8. All erosion control features will be constructed on private lands.
9. The District will discourage the approval of any property accretion along the shoreline by relevant provincial authorities.
10. Over the longer term, the District will encourage current landowners, and may require new developments, to restore the shoreline to a natural beach (green shore). The District will work with property owners and provincial and federal agencies to develop a restoration plan. Wave energy reduction may be considered as part of solution to erosion and restoration.
11. The District will co-operate with appropriate agencies, local stewardship groups, and the community to enhance creek mouths as an aid to improving aquatic and riparian habitat.
12. The District will retain all publicly owned rights of way and work towards making them accessible to the public where feasible.”

Examples of Foreshore hardening.



Securing logs together and anchoring them.



Rip-rap wall



Old concrete/stone wall and rip rap.

5. PARK LAND - PRESENT AND FUTURE

Lantzville has six established parks and five undeveloped park properties. The District's objective is to shape these parks into a cohesive system with trail and/or greenway linkages between them, and to add new parks where there are gaps in the system. These 11 parks cover 7.14 hectares (17.63 acres), which represents about 0.2% of Lantzville's total area of 3293 ha.

With a population of 3,661 (Statistics Canada Census for 2006), this translates to 1.96 ha (4.82 acres) per 1000 people. 5 ha per 1,000 people is a common rule of thumb as a minimum area for park land in urban areas. The development of the Foothills Estates property will add 365 ha (over 900 acres) of park land to Lantzville's system. **Despite this, there is insufficient park land in neighbourhoods outside of The Foothills.** It is extremely important to acquire park land throughout Lantzville.

A common theme in a 2008 questionnaire is to preserve Lantzville's small town atmosphere by keeping its parks, trails, and waterfront accesses as natural as possible. This theme is respected in this Plan while also recognizing a need to make some improvements in the interests of public access and safety.

The *Parks, Trails and Recreation Plan, 2008* listed all existing parks in Lantzville, their current uses and facilities, and priorities for improvements in the short term (next 5 years) and the long term (6-20 years). Future Park Lands that may be dedicated at time of development were also identified in the 2008 Plan. This document carries forward and updates the 2008 listings in new Tables, 6.1 and 6.2, located in Section 6 of this plan. Map A, 2026 provides the locations for all existing and potential future park lands.

The *Parks, Trails and Recreation Plan, 2008* outlines strategies for park land planning and implementation. These are in the left-hand column of Table 5.1, following pp. 33-34 of this document. Recommended edits, 2026 are in the 3rd column of the Table.

The Foothills and Woodlot #1473 are discussed separately in the 2008 Plan.

The Foothills

The Foothills provide:

- “A source of Lantzville’s water, feeding the aquifers that support the community wells.
- The headwaters of Lantzville’s aquatic ecosystems, including Knarston, Bloods, Heikkila and Metral Creeks.
- An abundance of outdoor recreation opportunities for walkers, hikers, cyclists, and equestrians.
- Many stunning views of Lantzville and the Straits from viewpoints such as Copley Mountain and along the Copley Trail on Sywash Ridge.
- A buffer between the community and the industrial forest operations on the plateau behind the Foothills.
- Natural ecosystems that are becoming increasingly rare in this part of Vancouver Island. Besides the maturing forest, there are unique herbaceous communities, wetland areas and a wide range of wildlife all within a few minutes of town.” (*Parks, Trails and Recreation Plan, p. 20*).

The 2008 planning strategy for the Foothills:

“keeping the Foothills as natural as possible...there was considerable interest in providing trails for walking, hiking and mountain biking as well as some directional and interpretive signage.” (*Parks, Trails and Recreation Plan, p. 21*).

Pathways in the residential areas of the Foothills and in the Park Land should be added to Tables and to Map A, 2026 as information becomes available and as trails are constructed.

Woodlot #1473

Woodlot #1473 is a 230 ha (570 acre) parcel of Crown Land in the northwest portion of the Foothills. The provincial Ministry of Forest has approved a Woodlot Management Plan for this area.

The Parks and Trails Select Committee met with the Woodlot licensee in early 2026. Both parties agreed that further education on the Woodlot should be provided to residents and that the Woodlot licensee, the District, and the Parks and Trails Select Committee should continue to work together. This carries forward priorities stated in the 2010 and 2008 Plans.

“Protection of the trails in Woodlot #1475 is subject to the approved Woodlot Management Plan and Woodlot Licence Plan. At the same time, the Woodlot Licence Holder is obliged to take community and recreational values associated with these Crown Lands into account in generating and executing these Plans.

The Licence Holder for Woodlot #1475 has consulted with the District regarding his plan for the woodlot. The District intends to continue to work with the Licence Holder to preserve the community’s values associated with the Woodlot, and particularly the Copley Trail system. The District would also like to collaborate with the Licence Holder on more accurate trail mapping and coordinating volunteers in the planning and completion of trail improvements and maintenance.” (Trails and Journeyways Strategy, Section 2.7.1 p 10)

There are many hiking trails in the Woodlot. Not all are shown on Map A, 2026 and trail locations may be inaccurate.

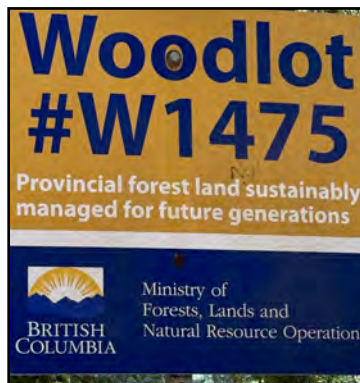


Table 5.1 Park Land strategies, 2008 and 2026

Strategy - Parks, Trails and Recreation Plan, 2008	How - Parks, Trails and Recreation Plan, 2008	2026 Recommended Edits
1. Implement improvements to existing parks and park properties specified in Table 3-1; review and revise the improvements list on an annual basis. (Note: Table 3-1 is in the 2008 Plan)	Table 3-1 provides guidance on the improvements to be made to Lantzville's existing parks and park properties. Staff should review the status of these improvements yearly with the P&R Commission and make any recommendations for adding or deleting improvements based on staff's experience in the field and the needs of the community.	Section 6, Table 6.2 of this document updates the 2008 Tables. Table 6.2 Includes a comment section for park listings with recommendations for park improvements.
2. Review the sites of interest for future parks (Table 3-2), and their possible means of acquisition, on an annual basis. (Note: Table 3-2 is in the 2008 Plan)	The sites of interest in Table 3-2 should be reviewed yearly by District staff and the P&R Commission with an eye to: Identifying the best means of acquiring parcels, or portions thereof, to create a park - i.e. acquisition through rezoning or subdivision, partial or full donation (with tax credit), or purchase as opportunities arise to acquire land for parks elsewhere.	Table 6.2 shows all parks listed in the Parks, Trails and Recreation Plan, newer park lands, and future potential park lands. The Table includes comments on existing parks and future parks that may be acquired through the development process such as subdivision.
3. Examine and trial-run a "Volunteers in Parks" (VIP) program.	Municipal VIP programs are successful in cost-sharing and fundraising for park improvements, marshalling volunteer resources, and generating a sense of stewardship of parks. The Commission will gather information from the VIP program in Nanaimo and other municipalities, and pilot a program in one of Lantzville's existing or new parks.	The 2022-2026 Council passed resolutions to establish a Volunteers in Parks (VIP) program or a similar program permitting volunteers to have a stewardship role in our parks. Refer to Appendix 3, C25-177, C25-366 By Council Resolution a Volunteer Policy was adopted on June 24, 2026.

Table 5.1 Park Land strategies, 2008 and 2026 continued:

4. Determine the best use of the tennis court property.	The tennis court adjacent to the Seaview School playfield is currently managed by the Seaside Community Society (the former Old Age Pensioners Organization) on a lease agreement with the District. Questionnaire responses indicated that more people might use the court if improvements were made to the surface and upgrades were maintained. In consultation with the Society, investigate the feasibility of improving the tennis court, replacing it with some other use, versus divesting of the property to assist with acquiring a higher priority property for park land. This investigation should include a users' survey as well as a cost/benefit analysis of options. A university student in recreational programming could conduct the investigation as a practicum.	The Seaside Community Society has not managed the courts for some years. In 2026, the District applied for a grant to cover the cost of repairing and resurfacing the Tennis Court. A place-holder for the project was added to the 2027 Budget - grant dependent. The Parks and Trails Select Committee provided feedback to Council on potential uses of areas around the tennis court. The Committee recommends a users' survey with cost/benefit analysis for this area and other park lands where recreational uses may be suitable. The Parks and Trails Select Committee was specifically asked to weigh in on the desirability of constructing pickleball courts in the Tennis Court area. The Committee advised against this due to the proximity of residential homes, to noise concerns, and to concerns about replacing the tennis courts without public consultation.

Note: "Commission" refers to the *Parks and Recreation Commission*, now the *Parks and Trails Select Committee*.

6. PROJECTS - PATHWAYS AND PARK LAND

This section may be of particular interest to District Planning and Public Works staff to assist with the maintenance, design, and construction of pathways and park land and the acquisition of future pathways and park land throughout the District.

Updates to the pathways and park lands identified in the *Trails and Journeyways Strategy, 2010* and in the *Parks Trails and Recreation Plan, 2008* are listed in Tables 6.1 and Table 6.2.

Tables 6.1 and Table 6.2 provide locations, descriptions, and comments for each pathway and park land listed.

There are 2 sections to each of the tables: Project listed in Part A are District managed. Projects in Part B are private property.

Every pathway listed has been assigned a Project Identifier, its ID#, to link the project to its location on *Map A, 2026*.

The identifier is not intended to reflect an order of priority.

Some pathways have sections on District property and sections on private property. In these cases, the project is listed in Part A and Part B of the table under the same identifier, ID#.

Table 6.1: Pathways, July 2026:

The table is separated into 2 sections as follows:

- Part A is a listing of *Pathways in Rights-of-Way (ROWS), Crown Lands, and Park Lands; and*
- Part B is a listing of *Potential Pathways within Private Property*.

Table 6.2: Park Land, July 2026:

The table is separated into 2 sections:

- Part A is a listing of park lands owned and managed by the District; and
- Part B is the listing of future potential park lands on private property.

It is recommended to update Tables 6.1 and 6.2 to include the areas of all park lands. The projects listed in Tables 6.1 and 6.2 and Map A, should be updated annually to reflect the current status of projects and new pathways and park lands acquired.

Table 6.1 Pathways, July 2026

ID #	Location	Comments	Pathway
		Pathways: Part A - District Rights of Way (ROWs), Crown Land, and Park Land	
		Bike Routes on road shoulders	
		Bike Routes are located in the road shoulders, preferably 1.5m in width, and immediately to the right of a painted white edge line. Where feasible bike routes are constructed on both sides of the road. Widening road shoulders to 1.8m is strongly recommended if there is no option for construction of a pedestrian pathway to the right of the roads shoulder or further separated from the road.	
1	Lantzville Rd Schook Rd to Hwy 19	Sections of a bike route that are easy to construct with minimum expense should be of the highest priority . Recommended to complete these 'easy' sections on Lantzville Rd from the Nanaimo boundary to Superior Rd.	bike route
2	Dickinson Rd Schook Rd to Lantzville Rd	Designs for Dickinson Rd upgrades are expected to come to Council in 2026-2027.	bike route
3	Ware Rd Lantzville Rd to Aulds Road	Section from Lantzville Rd to Hwy 19 will be negotiated at time of development of the Village South properties.	bike route

ID #	Location	Comments	Pathway
4	Aulds Rd Nanaimo/Lantzville border to Harwood Rd	a) Section from the Lantzville/Nanaimo boundary to the Ware Rd intersection is scheduled for construction of a semi-rural trail in late 2026 or early 2027. At that time the road should also be completed with the 1.5 m of asphalt providing separation between the road shoulder/bike route and a future semi-rural trail. (Council directed staff on April 8, 2026 for construction in late 2026 or early 2027.) b) Section from Ware Rd to Phillip Rd. Council received a Class D estimate. No further action taken by Council to date. c) Section from Philip Rd to Harwood Rd is scheduled for design construction at time of future development in the Foothills. d) Section from Aulds Rd and Harwood Rd intersection to the west end of Aulds Rd will negotiated at time of development of the properties on the north and south sides of Aulds Rd.	bike route
5	Superior Rd Lantzville Rd to Lorenzen Lane	The section from Superior Rd to Northwind Drive to be negotiated at time of development of Rem. of Lot 1, Lot 2, and Lot 3 D.L. 53 Nanoose District Plan 2490. (Commonly known as GEE/Superior properties.) It is recommended that the section from Northwind Drive to Superior Rd be completed at the same time as the bike route along Southwind Drive (Reference: ID# 7)	bike route
6	Harby Rd West to Ronald Rd	Harby Rd West to Ronald Rd. It is recommended that the section on Ronald Rd be designed and constructed in concurrence with the development of the adjacent properties. Refer to Part B ID# 56 for bike route recommendation for Ronald Rd, Philip Rd, and Auld's Rd between Ronald Rd and Philip Rd.	bike route

ID #	Location	Comments	Pathway
7	Bike routes in the Winds: Southwind Dr and Northwind Dr	a) Construct road shoulders with bike routes along Southwind Drive. The section on Southwind from Superior Rd to Westwind Dr is very popular and is a high priority. b) Section on Southwind Dr from Westwind Dr to the Bayview area should be constructed when the Fawn Drive connection is completed or when a hiking trail from the end of Southwind to Pierce Woods Marine Park and to Lorenzen Lane is constructed, whichever comes first. Note: As of May 2026, the Fawn Drive to Southwind Drive connection is on private property. Refer to ID# 7, p. 48 of this document. c) Construct road shoulders with bike routes on both sides of Northwind Drive from Superior to the end of North Rd. This is a very high priority due to the volume of traffic on Northwind Drive. Minimum width is 1.5m but 1.8m is recommended where space is available to improve safety for pedestrian use.	bike route

ID #	Location	Comments	Pathway
		Pathways - excluding Bike Routes	
1	Lantzville Rd west of Superior Rd to Hwy 19	Assess width of shoulder to right of white edge line, on north side of Lantzville Rd, for construction of asphalt shoulder 1.5-1.8m wide. Construct pedestrian trail to right/north side of the shoulder. Note: South side of the road is mostly ditched with little space to the right of the white edge line.	semi-rural trail
1	Lantzville Rd from Superior Rd to Tweedhope Rd/Lantzville School Rd	Complete the construction of semi-rural trail located to the right of the white edge line on both sides of Lantzville Rd as follows: a) Superior Rd to Leland Rd: on both sides of road; b) Leland Rd to Sabrina Place on the north side of road (Trail on the south side is finished). Note: A multi-use path has been constructed between Sabrina Place and Peterson Rd; and c) Peterson Rd to Lantzville School Rd: on the south side of the road. (Trail on the north side has been construction). Erect signage to the multi-use path. Install "Share the Road" signage, and paint "Share the Road" bike logos, on the narrowed section of Lantzville Rd, in the north lane, in front of Island Views development between Sabrina Place and Peterson Rd.	semi-rural trail
1	Lantzville Rd from Tweedhope Rd to Caillet Rd	Painting of "Share the Road" bike logos on the narrowed section of Lantzville road between Caillet Rd and Tweedhope Rd. to be completed as directed by Council in 2023. Install "Shared Pathway" signage on the north, multi-use path, located between Tweedhope Rd and Dickinson Rd. to be completed as directed by Council in 2023	multi-use path

ID #	Location	Comments	Pathway
1	Lantzville Rd from Caillet Rd to Schook Rd	On Lantzville Rd, from Caillet Rd construct a multi-use path to the top of the hill at 7049 Lantzville Rd, then continue the pathway within the Ministry of Transportation and Transit (MOTT) highway right-of-way to the District boundary. Negotiate with MOTT for permission to design and construct within its ROW.	multi-use path
1	Lantzville Rd from Caillet Rd to Schook Rd	On Lantzville Rd, on the east and north side, the ocean side,, construct a multi-use path from Caillet Rd to to the future Long-term Care Facility pathway.	multi-use path
4	Aulds Rd Nanaimo/Lantzville border to Harwood Rd	a) Section of Aulds Rd from the Nanaimo/District boundary to the Aulds Rd/ Ware Rd intersection. Construct a semi-rural trail, separated from the road by the road shoulder/bike route including a raised crosswalk west of Phantom Rd. Council directed staff on April 8, 2026 for construction in late 2026 or early 2027. b) Ware Rd to Phillip Rd. Construct a semi-rural trail. Council directed staff on January 14, 2026 for a Class D estimate - not recommended due to location of telephone pole and ditch. c) Philip Rd to Harwood Rd - negotiated with development of the Foothills properties. scheduled for construction with future development in the Foothills. Construction details to be determined. d) Aulds Rd from Harwood Rd to the end of Aulds Rd. Pathways to be negotiated at time of development of the properties on the north and south sides of Aulds Rd. Connections to future pathways and park land in 7555 Fernmar, Copley Ridge Trails to the Foothills via Harwood Rd.	semi-rural trail

ID #	Location	Comments	Pathway
5	Superior Rd	a) Section from Lantzville Rd to Hwy 19 - construct semi-rural trail to the right/north side of the shoulder adjacent to the road shoulder/bike route. b) Section from Hwy 19 to Northwind Dr - refer to Part B, ID #5 as this route should be dedicated at time of development of the adjacent properties: Lots 1, 2, and Rem 3 D.L. 53 Nanoose District Plan 2490. c) Section from Northwind Dr to Lorenzen Lane - construct semi-rural trail on the west side of the shoulder adjacent to the on-road bike route. Note: traffic calming measures along Northwind Dr are high-priority to address increase in vehicle traffic and vehicle speed.	semi-rural trail
8	Road ROW adjacent to Lantzville School Rd on west side of the road	Section on west side of Lantzville School Rd from Lantzville Rd to District parking lot - design and construct the wide green space within the existing right-of-way to include a multi-use path, and landscaping, which will provide a connection from the parking lot to the Village Core, Costin Hall, and Huddlestone Park. Mark a crossing through the parking lot to connect the trail to the school grounds. Note: Council approved this high-priority project on January 14, 2026.	multi-use path
9	Seaview School to Lynn Dr	This is an existing semi-rural trail from the southwest corner of Seaview School field to the end of the ROW connecting the trail to Lancewood Rd and the end of Lynn Rd. Temporary use of this trail is currently by agreement between the landowner and the District. Fully securing this trail is a high-priority. Note: Also listed in <i>Part B</i> of this table - Pathways on Private Property.	semi-rural trail
10	ROW between 7017 & 7023 Dickinson Rd and 7013 & 7018 Saxon Cross.	This is an existing trail connecting Saxon Cross to Dickinson Rd. Install signage for public access to south trail end.	hiking/semi-rural trail

ID #	Location	Comments	Pathway
11	Park Trail from Owen Rd to Dickinson Rd	This existing park trail is located on the west boundary of the Shale Rd development. It has numerous encroachments from neighbouring properties. Install signage for public access at both trailheads. In 2023, Council directed staff to see that additional work is completed to have the trail restored.	semi-rural trail
12	ROW Lantzville Rd to Schook Rd	This right-of-way commencing at the corner of Lantzville Rd and 6970 Lantzville Rd to the northwest corner of the future Long-term Care facility. Design and construct a semi-rural trail with connection to the Schook Rd trail that is planned at the development application stage of the Long-term Care facility.	semi-rural trail
13	6986 Jenna Dr Crown Land	6986 Jenna Dr Crown Land provides several accesses: a) to Jenna Drive via a narrow strip of the Crown Land b) connection to 6984 Jenna Park c) connections to future pathways through private properties. (Refer to ID#60 Bloods Creek Corridor.) The narrow access strip (a) is overgrown.	semi-rural trail hiking trail
14	ROW between 7049 Caillet Rd and 7041 Caillet Rd	This is an existing trail providing access to Bloods Creek park land at 7045 Caillet Rd. Recommended to upgrade to a semi-rural trail and ensure that any encroachments are removed. A bench above the creek riparian zone is recommended.	semi-rural trail
15	ROW Lucas Lane - Lavender to Myron Rd	Existing gravel lane. Install signage and both accesses.	semi-rural trail/ lane

ID #	Location	Comments	Pathway
16	ROW Stronge Rd between Jack's Rd and Lantzville Rd	A crossing of Bloods Creek is involved in linking Jack's Rd to Stronge Rd. Assess feasibility and type of bridge required to meet fisheries/ riparian area requirements. Investigate grants for a bridge. Design and construct the trail.	semi-rural trail and bridge
17	Tweedhope Rd to Huddleston Park	This is an existing hiking trail on the north side of Costin Hall's outdoor community space, from Tweedhope Rd to the Costin Hall parking lot. Trail needs maintenance to manage growth of blackberries. Upgrade to semi-rural trail design guideline. Extend trail to Huddleston Park. Install signage at Tweedhope trailhead.	hiking and/or semi-rural trail
18	ROW Sebastion Rd to Peterson Rd	The ROW is located adjacent to the north lot line of 7151 Sebastion Rd connecting Sebastion Rd to Peterson Rd. This unconstructed road ROW to be designated as park land. Design and construct a footbridge over the creek as part of the active transportation route. Council directed staff on March 11, 2026 to rezone the ROW as park land and design and construct a trail.	semi-rural trail
19	Road ROW and Peterson Rd	This is the Peterson Road end with an existing trail to Salish sea viewpoint. a) continue the existing trail to connect on the west side of Peterson Rd to Sunbury Rd; This provides connections to the Sunbury Rd asphalt pathway and to the the future trail, project ID#18 above. Note: remove all encroachments alongside the trail to the viewpoint.	semi-rural trail

ID #	Location	Comments	Pathway
20	ROWS between 7330 & 7324 Rossiter Ave, 7329 & 7323 Millard Dr, 7330 & 7322 Millard Dr, and 7331 & 7317 Lynn Dr	ROW located between properties on Rossiter Ave to Millard Dr and on to Lynn Dr. Assess for future public access: discuss encroachments with neighbouring property owners. Remove as needed to permit construction of a trail.	semi-rural trail
21	ROW from 7015 Peterson Rd and 7012 Negrin Rd	This existing trail connects the north end of Negrin Rd to Peterson Rd. The trail is overgrown and requires maintenance. Upgrade to semi-rural trail. Install signage.	hiking trail/ semi-rural trail
22	ROW between 6945 and 6955 Peterson Rd	This existing trail connects the north boundary of the Rotary to the east end of Slogar Dr. Trail requires maintenance. There are some barriers at the trail head at Slogar Dr entrance. Install signage.	hiking trail
23	ROW between 7418 & 7410 Harby Rd East 7417 & 7411 Slogar Dr	This existing trail connects Harby Rd East to Slogar Dr. Trail requires maintenance at the Slogar Dr trailhead. Note: 2 concrete barriers need to be relocated or removed.	grass trail
24	ROW from Chataway Place to Leland Rd	This existing trail connects Chataway Pl to Leland Rd. Located between 7428 and 7429 Chataway Pl and 6978 and 6984 Leland Rd.	gravel and grass
25	Harby Rd East to Hwy 19	This existing trail, located within MOTT jurisdiction, connects from Harby Rd East, at the south end of Peterson Rd, to the Ware Rd intersection at Hwy 19. Connections to future Ware Rd pathways and to the E&N multi-use trail.	semi-rural trail

ID #	Location	Comments	Pathway
26	ROW between 7566 & 7578 Lantzville Rd	1. The ROW between 7566 & 7578 Lantzville Rd is treed with mature firs. Survey the ROW and construct trail to an ocean viewpoint. Assess the viewpoint for improvements and stairs to access the beach.	hiking or semi-rural trail
	Road ROW between 7602 & 7594 Lantzville Rd	2. The Wilson Road ROW between 7602 and 7594 Lantzville Rd is mostly grass and provides an ocean viewpoint. Assess the viewpoint for improvements such as a bench.	
27	ROW between 7858 and 7850 Shangri-La Rd	This existing trail connects Shangri-La Rd to the beach. Trail requires maintenance.	hiking trail
28	ROW North Rd - beach access	Near the end of North Rd a hiking trail provides a connection to the beach. Access is along the North Rd ROW. Notes: There is no parking at the end of North Rd and car access is limited. There is some parking and a beach access at the end of Eby Rd. From there one can walk the beach to access the North Rd trail.	other-road
29	Clark Dr from Aulds Rd to Aspengrove School crosswalk	This existing wide gravel trail connects Aulds Rd, along the Clark Dr road ROW, to the crosswalk to Aspengrove School. Connections: to the existing multi-use E&N pathway, Aspengrove School and the surrounding neighbourhood.	semi-rural trail
30	Island Rail Corridor/E&N Aulds Rd to Ware Rd	This portion of the E&N Corridor has been completed and is very well used by pedestrians, cyclists, and electric modes of transportation. The pathway is an educational trail - a "Mental Health Fitness Trail" with signage related to mental health. Council directed staff, in 2025, to add "Shared Pathway" signage. Trail is well maintained and ongoing maintenance is required.	multi-use path

ID #	Location	Comments	Pathway
30	Ware Rd crosswalk	Construct a cross-walk for shared use to connect the existing multi-use pathway (refer to 30 above in this table) to the potential continuation of the E&N pathway. Refer to ID#30 in the Private Property section of this table). This crossing would also be useful for bikes and pedestrians using the west side of Ware Rd. Provides connections to the E&N corridor and on-road bike routes on Ware Rd.	semi-rural trail/ hiking trail
31	ROW between 6872 & 6866 Harwood Rd and 6887 and 6881 Philip Rd	This ROW provides a connection between Harwood and Philip Roads. Note: garden shed encroaching the path way. Assess ROW for future public use.	hiking or semi-rural trail
32	ROW between 7447 and 7453 Industrial Rd	This proposed future trail through ROW offers public access to the unconstructed portion on the E&N railway. Design, build, and construct trail.	semi-rural trail
33	ROW Harby Rd West - south to the north west corner of 7587 Aulds Rd	This existing road ROW goes north-south from Harby Rd West to the Woodlot. The road ROW bisects the Winchelsea Golf Course. Assess for possible encroachments. Consider negotiation with adjacent owner to provide public access along the Knarston Creek corridor in lieu of the section of road ROW from the Winchelsea Golf Course Clubhouse to the south end of the ROW. Install signage for public access. This will provide connections from the south end of the ROW to Woodlot trails and the end of Fernmar Rd. Note: there is also a Woodlot hiking trail that begins about 50 metres west of the south end of the ROW.	semi-rural trail hiking trail

ID #	Location	Comments	Pathway
34	ROW encircling properties 7577, 7570, 7582, 7592, 7598, 7588, 7576, and 7587 Aulds Rd	Design and construct a pathway around the eight properties complete with connections to Copley Ridge trails. In collaboration with the Woodlot Licence holder, install signage at the NW corner, denoting access to Woodlot trail.	semi-rural trail
35	Hiking trail between 7546 & 7539 Tonnerre Way	This is an existing trail, secured by a Statutory Right-of-Way, located at the west end of Tonnerre Way, between properties 7456 and 7539. The trail provides access to Crown Land, Lot 183, and to Foothills trails. Install signage. Note: Research the trail history and designation to determine if public access is permitted via the Tonnerre Way strata road.	hiking trail
36	Phantom Road to Harwood Dr	This is an existing wide gravel pathway from the end of Phantom Rd to Harwood Rd along the north side of the marsh providing connections from the marsh to the Copley Ridge trails, the Foothills and Lower Lantzville. Install signage at end of Phantom Rd and at the Harwood Rd entrance to the marsh.	wide gravel path
37	ROW Romic Rd between Lorenzen Lane and Northwind Drive	Romic Rd is an unconstructed ROW which is suitable for trail use. Assess and remove all encroachments. Design and construct trail.	hiking trail
38	Beach Walk	Assess and remove encroachments that block the beach walk at high tides. Work with landowners to remove/remediate. Recommend to support education and Green Shores planning.	beach walk

ID #	Location	Comments	Pathway
44	Road ROW east of Lantzville School Rd	This road right-of-way is located between Seaview School property and the rear lot lines of properties 7225, 7221, 7217, and 7207 on Lantzville Rd. Consider improvement to improve public use. Construct a future trail from the east end of the road right-of-way to Lantzville Rd at Caillet Rd. Refer to Part B, ID# 44.	to be determined
60	Bloods Creek Hiking Corridor 7099 Lantzville Rd and 6852 Wiles Rd	a) Construct a hiking trail along the section of the Bloods Creek Hiking Corridor from the property line at the north end of the 7099 property to the boundary on the southwest side of the 6852 property. Install signage. b) This is one section of a corridor connecting the beach at the end of Oar Rd to the District boundary at the intersection of Clark Rd and Aulds Rd. On Map A, 2026 the corridor is marked with ID# 2, 41, 40, 16, 60, 56 and 29. Most of this route is listed in Part B and can be dedicated at time of development.	hiking trail
61	Highland Crescent Viewpoint	Construct a hiking trail from the parking area located on Highland Crescent at the SW corner of Copley Ridge Rd. The hiking trail takes one to a viewpoint overlooking Lantzville. Install signage at the trailhead. Install a bench at the viewpoint	hiking trail
62	Crown Land - REM 15	a) For the section connecting Harwood Rd (at the bridge) to trail number 34 (at SE corner of 34) construct a hiking trail. b) For the section between 7478 and 7468 Highridge Crescent construct a hiking trail to connect to a) above. Install signage.	hiking trail

ID #	Location	Comments	Pathway
63	Tonnerre Way Trailhead to Foothills park	Construct a hiking trail from Halsall Terrace, on the north side of Tonnerre Way, to the trailhead on the south side of Tonnerre Way. Install signage at the trailhead. Council directed staff on July 24, 2024 to investigate and confirm that there is District property adjacent to the road for the hiking trail.	hiking trail
64	Copley Ridge Recreation Trail	The District of Lantzville has a Partnership Agreement with the Province for the District to maintain, within a 10 metre right of way, the 8.6 km Copley Ridge Recreation Trail: https://www.lantzville.ca/cms/wpattachments/wpID408atID4194.pdf Trailheads: Lorenzen Lane, Normarel Drive, Stone Rd, and Aulds Rd.	hiking trail
65	Legacy Marsh/Normarel Dr 6775 Normarel Drive	Part of this park is marshland. The marsh is designated within a <i>Development Permit Area</i> and is also situated within the catchment area for the Knarston Creek drainage basin.(Ref: <i>Koers Drainage Study, 2007</i>). Design and construct a trail, ID #65, with a viewpoint or viewing area.	hiking trail

ID #	Location	Comments	Pathway
		Pathways: Part B - Potential Pathways within Private Property *subject to landowner agreement.	
4	Foothills Aulds Rd at Phillip Rd to Harwood Rd	Research the Phased Development Agreement and locations for pathways and include in this table and on Map A. Note: Not all existing and future pathways are shown on <i>Map A, July 2026</i> or in <i>Table 6.1: Pathways, July 2026</i>	
7	8293 Island Hwy Lane connection	If the property is for sale explore options to purchase for park land, a future Lane connecting the end of Southwind Dr to Fawn Dr, and hiking trails as described under project ID# 59 or negotiate for the above at time of subdivision and rezoning.	Lane hiking trails
30	Island Rail Corridor/E&N	Collaborate with Snaw naw as, the RDN, and the Island Corridor Foundation to continue the multi-use path within the corridor: a) Ware Rd to Superior Rd; b) Superior Rd to Snaw naw as east boundary; and c) West end of Snaw naw as boundary to the west boundary of Lantzville. Coordinate grant funding with other jurisdictions. Council directed staff in 2025 to engage in discussions with Island Rail Corridor (IRC) for funding of the Ware Rd to Superior Rd portion of the E&N corridor.	multi-use path
30	Island Rail Corridor (ICF) at Ware Rd	This is a short section to connect E&N pathway at Ware Rd to the existing shared pathway ending at Aulds Rd. Negotiate Island Rail Corridor (IRC) for design and construction of a pathway from the west end of E&N trail, at Ware Rd, going south to the multi-use path connection to Aulds Rd.	multi-use path/ semi-rural trail

ID #	Location	Comments	Pathway
39	Long-term Care Facility 6910 Lantzville Rd	Development of the Long-term Care Facility is in process. Pathways planned for this site include: a) extension of District ROW at the NW corner of the property to Schook Rd; and b) pathways along the east and south borders of the property (Schook Rd and Lantzville Rds). Note: Update Map A, 2026 with the pathways when details are available.	future pathways
40	Stronge Rd to 6984 Jenna Dr (Park Land)	Applicants, at time of development of these properties, to dedicate, design, and construct a pathway connecting Stronge Rd to 6984 Jenna Dr Park: a) from Stronge Rd through 7050 Lantzville Rd; b) continuing through 7035 Owen Rd; c) continuing through Crown Land at 6986 Jenna Dr to Park Land at 6984 Jenna Drive; and d) a connection pathway through the Bloods Creek Park Land, at 7045 Caillet Park, connecting to the end of the ROW between 7049 and 7041 Caillet Rd. Note: application required to Province for free Crown grant or other means for acquiring title or rights over Crown Land. Note: Connections to Pathways ID# 14, 16 ,41	future pathways: hiking trail semi-rural trail
41	6984 Jenna Dr (Park land) to Dickinson Rd and to Owen Rd	Applicants, at time of development of the properties listed in b) and c) below, to dedicate, design and construct pathways for active transportation connecting the Jenna Dr park land to Dickinson and Owen: a) a pathway through the park; b) a path along the west boundary of 6995 Dickinson for connection between Dickinson Rd and the park; and c) a connection pathway from the Jenna park land to Owen Rd through 6917 Owen Rd. Note: Connections to Pathways ID# 13, 41	future pathways: hiking trail semi-rural trail

ID #	Location	Comments	Pathway
42	Lantzville Properties (Village South)	As set out in the OCP Bylaw No. 150, 2019, applicant, at time of development, is to dedicate, design, and construct multi-use paths on both sides of Ware Rd from Hwy 19 to Lantzville Rd. Update Map A, 2026 with the pathways when details are available. Note: The parcels are located at 7220 Ware Rd, Lot A, 7133 Lantzville Rd, Lot 5, 6855 Wiles Rd, and remainder of DL 45.	multi-use paths
43	Lantzville Properties (Village South) Wiles Rd to Ware Rd and beyond	As set out in the OCP Bylaw No. 150, 2019, applicant, at time of development, is to dedicate, design, and construct the following multi-use paths: a) through the development from the mid-point of Wiles Rd heading west thru the development to Ware Rd; b) from the east side of Ware Rd to the Hwy and continuing parallel to Hwy to the top of Wiles Rd then north on Wiles Rd to Lantzville Rd; c) from path (a) above, at Ware Rd, crossing Ware Rd; d) multi-use path from (c) above, west side of Ware Rd, to the end of Rossiter Ave; and e) from the end of Rossiter Ave to the School field.	multi-use path
44	Caillet Rd to Seaview School	This route connects the Road ROW, located between the school property and the back of properties on Lantzville Rd to the intersection at Caillet Rd. Applicant, at time of development, is to dedicate, design, and construct pathways.	lane semi-rural or multi-use path
45	7261 Lantzville Rd (across from Huddlestone Park)	Applicant, at time of development of these properties, is to dedicate, design, and construct, either by a Statutory ROW or Park land, a pathway from Lantzville Rd to the tennis court area and Seaview School. Update Map A, 2026 with the pathways when details are available.	semi-rural trail

ID #	Location	Comments	Pathway
46	at 7335,7303, and 7283 Lantzville Rd	Applicant, at time of development of these properties, is to dedicate, design, and construct: a) pathway from Stevens Park north to Lantzville Rd; b) pathway from (a) above to the park land dedicated with development of 7052 Peterson Rd; and c) pathway from (a) above to Lantzville Rd near Huddleston. Note: The applicant is also to dedicate, at the time of development, park land within the above properties, with connections for (a), (b) and (c) above. This will provide connections to surrounding neighbourhoods.	semi-rural trail
47	Sunbury Rd (West) to Sunbury Rd (East) 7430, 7426, 7420 Lantzville Rd	Applicants, at time of development of these properties, are to dedicate, design, and construct a pathway connecting Sunbury Rd (west) to Sunbury Rd (east). Update Map A, 2026 with the pathways when details are available.	lane - gravel
48	Superior Rd Rem. of Lot 1, Lot 2, and Lot 3 D.L. 53 Nanoose District Plan 2490. (Commonly known as GEE/Superior properties)	Applicant, at time of development, is to dedicate, design, and construct the following pathways: a) a multi-use path to accommodate travel in both directions, along Superior Rd from Hwy 19 to Northwind Rd; b) a pathway from Superior Rd, just south of Hwy 19, adjacent to the south side of the E&N, then south to follow Knarston Creek. This pathway is part of the future Knarston Creek Corridor; and c) a multi-use path through the property to connect the E&N rail to Superior Rd at the North end of Normarel Rd. Note: The applicant is also to dedicate, at the time of development, park land in the southwest area of the property, in addition to the park land at Knarston Creek. Refer to Table 2 and the Parks, Trails and Recreation Plan, 2008. Update Map A, 2026 with the pathways when details are available.	multi-use paths semi-rural trail hiking trail
49	7800 Hobsons Rd to 6857 and 6843 Stone Rd	Acquire ROW at time of development application for a trail connecting the end of Hobsons Rd to Stone Rd.	semi-rural trail

ID #	Location	Comments	Pathway
50	8070 Lorenzen Lane	Applicant, at time of development is to dedicate, design, and construct a pathway connecting the end of Westwind Rd to Lorenzen Lane.	hiking trail
51	Woodlot from end of Stone Rd to Hydro line	This is an existing hiking trail. There will be active logging in this area likely in the fall of 2026. During that time the trail will be temporarily closed. Not all Woodlot hiking trails are shown on <i>Map A, July 2026</i> or listed in <i>Table 6.1: Pathways, July 2026</i>	hiking trail
52	Woodlot, Crown, DL 161, BLK 183	This includes a moderately used hiking trail accessed from the 13th fairway of the Winchelsea Golf Course, about 50 m west of the tee box. This hiking trail goes through a wooded section of the Woodlot and connects users to the Hydro line. Consult with the Woodlot licensee and golf course owners for installing signage. Not all Woodlot hiking trails are shown on <i>Map A, July 2026</i> or listed in <i>Table 6.1: Pathways, July 2026</i>	hiking trail
53	7555 Fernmar Rd	Applicant, at time of development of these properties, is to dedicate, design, and construct the following trails: a) through 7555 to connect to Fernmar Rd and Copley Park at the north east end of the property; b) pathway on the existing ROW at the west end of 7555 property; and c) pathway on the existing ROW on the south side of property to connect to Aulds Rd. Note: Pathways (b) is part of ID #33 and (c) is part of ID#34 The applicant is also to dedicate park land. Refer to Table 2, ID# P-11. Update Map A, 2026 with the pathways when details are available. Connections to Pathways ID# 33, 34.	future pathways

ID #	Location	Comments	Pathway
54	6671/6641 Harwood Rd	Pathways and public parking negotiated at time of development application in 2022. Connections to Pathways ID# 34 and Copley Ridge Trails.	semi-rural trail
55	7325 Ware Rd from Ware Rd to Hase Place.	Applicants, at time of development of 7325 Ware Rd and 7924 Aulds Rd, are to dedicate, design, and construct an active transportation pathway, for connection from Ware Rd to Hase Place. Note: Connection via Hase Place to the Elm Rd Park.	hiking / semi-rural trail

ID #	Location	Comments	Pathway
56	Lantzville Properties (Clark Medd)	The following amenities are dedicated to the DOL in the Phased Development Agreement in conjunction with development, design and construction to be approved by the District's Director of Public Works: a) Construction of a trail, trail signage and environmental fencing within the Bloods Creek Park Area, in the locations shown on Schedule "D" of the above noted Agreement ... b) Construction of a 1.5 m wide concrete sidewalk within the existing Clark Drive dedication from the south-eastern boundary of the Clark Area to the existing crosswalk on Clark Drive at Aspengrove School ... c) Construction of a 1.5 m wide concrete sidewalk from the western boundary of the Clark Area to Ware Road ... d) Construction of a 3 m wide separated, asphalt multi-use pathway, along the District's road right of way, from the intersection of Clark Drive and Ware Road to the E&N trail and the crosswalk at the Island Highway ... e) Construction of the trail connections and neighbourhood park facilities in the locations identified as "Park / Greenway" on Schedule "H" of this Agreement, including natural playground features in the section of the park adjoining Ronald Road. The design must be prepared by a Landscape Architect ... Park Land is also dedicated. Refer to Table 2: Park Land ID#s P-2 and P-3. Recommended to negotiate for bike routes in the road shoulders on roads around the Medd property: ie. on Ronald Rd, Philip Rd and Aulds road from Ronald Rd to Philip Rd. Update Map A, 2026 with the pathways when details are available.	hiking trail TBD semi-rural trail and sidewalk and multi-use path
57	Footbridge crossing over Hwy 19	Recommend to locate in the area of Ware Rd and Hwy 19. The bridge would meet the vision of the OCP for connection between Upper and Lower Lantzville. Seek grant funding and MOTT approval. Update Map A, 2026 with the pathways when details are available.	footbridge

ID #	Location	Comments	Pathway
58	Knarston Creek Hiking Corridor Superior Rd/Hwy 19 to Lower and Upper Knarston Creek Waterfalls	a) Secure a ROW for a hiking trail adjacent to Knarston Creek from Superior Rd to Vandenhoeck. Note: this should be dedicated with development of Rem. of Lot 1, Lot 2, and Lot 3 D.L. 53 Nanoose District Plan 2490. (Commonly known as GEE/Superior properties.); b) Construct a shared path for bike and pedestrians, 1.8m wide asphalt, on the west side of Vandenhoeck Rd from Superior Rd to the NW corner of the Winchelsea Golf Course property. c) Negotiate with the land owners of the golf course for a hiking trail adjacent to Knarston Creek, on the east side. Portions may be located in the riparian area. Complete the hiking trail from the south end of Vandenhoeck Rd to the Hydro Line. d) From here there are options along existing hiking trails, located on private Woodlot property, for hiking to the lower and upper waterfalls of Knarston Creek. There are also connecting trails to the Copley Ridge Trails. The Knarston Creek Hiking Corridor can also be accessed from and existing trail with trailhead at the end of Stone Rd (Ref. ID# 51). Update Map A, 2026 with the pathways when details are available.	hiking trail semi-rural trail

ID #	Location	Comments	Pathway
59	Sea to Summit Trail Pierce Woods Marine Park to Southwind Park to Lorenzen Lane	Acquire pathways: a) Negotiate with landowner(s) for a strip of land for a hiking trail to connect the north end of Southwind Park to the E&N near the Hwy underpass along one of these private properties - 8293 Island Hwy or 8238 Southwind Dr (Note: From the E&N it is a short walk via the Hwy underpass to Pierce Woods Marine Park), b) Negotiate with owner of 8293 Island Hwy for a connector ROW/ lane to connect Fawn Drive to Southwind Dr. c) Negotiate with owner of 8293 Island Hwy for a trail from the above connector to the end of Lorenzen Lane. The future hiking trail, could be constructed from the end of Fawn Dr to the end of Lorenzen Lane and/or from the end of Southwind Dr to the end of Lorenzen Lane. There are numerous existing trails from the end of Lorenzen Lane to Copley Ridge trails and to view points. Update Map A, 2026 with the pathways when details are available.	hiking trail lane - gravel hiking trail

Table 6.2 Park Lands, July 2026

I.D. #	Size HA	Location	Comments
	HA		Park Lands: Part A - District and Crown Land
N/A		7045 Caillet Rd	The property is undeveloped Park Land for protection of this section of Bloods Creek and its riparian zone. Note: This is an active creek for fish habitat. There is public access to the northeast corner of the park via a road ROW between 7049 and 7041 Caillet Rd. Connections to Pathways ID #'s 14, 41.
N/A	1.21	Clark Drive	The property is undeveloped Park Land for protection of this portion of Bloods Creek and its riparian zone. Note: This is an active creek for fish habitat. Improvements: • Develop interpretive signage explaining the significance of Bloods Creek and its riparian zone. • Link trail to future trail along the E&N rail corridor.
N/A	1.59	Copley	Copley Park contains a storm detention pond within the Huddleston Drainage Basin (Reference: Koers Drainage Study, 2007). There is trail access from Fernmar Rd, vehicle access and parking from Andrea Crescent, a field, playground, enclosed asphalt court, basketball hoop, picnic table, and bike rack. Improvements: • Consider aeration of the pond to manage decomposition and odour; • Eliminate the American Bullfrogs and remove other invasive species; • Manage the wet areas on path around the ponds as part of maintenance; and, • Replace tires, gravel and basketball net as needed.
N/A	1	Elm	The Elm Park is an undeveloped, natural treed Park Land, with an informal trail network. The park slopes gently uphill from Elm Rd. Improvements: • Consult with adjacent and nearby residents with respect to future use.

I.D. #	Size HA	Location	Comments
N/A	-	FOG zone	A <i>Future Old Growth</i> zone (FOG). Established 2024. There is access to the FOG zone through BLK 183 (Woodlot) and Copley Ridge trails. Improvements: • Install signage.
	-	Foothills	Park Land will be dedicated in conjunction with Foothills Phased Development.
N/A	0.93	Huddlestone	Huddlestone Park is a popular area with a picnic shelter, informal playing field, playground, accessible toilet facility, accessibility equipment and memorial trees. There is a small parking area off of Huddlestone Rd and additional parking in the Costin Hall parking lot. Groups can reserve the park with the District. Fee is nominal. Improvements: • Recommend that the memorial tree program be suspended due to space constraints. • Remove invasive species.
N/A		Harwood Marsh	The Harwood Marsh is in a <i>Development Permit Area</i>, also a water catchment area for the Bloods Creek drainage basin (Ref: <i>Koers Drainage Study, 2007</i>). Beavers are currently active within the marsh. There is a wide gravel pathway along the north side of the marsh with a gate at Harwood Rd to restrict vehicle access. The pathway connects to the end of Phantom Rd and to hiking trails into the Foothills. Improvements: • Replace the damaged locks on the entrance gate, Harwood Rd. • Install public access signage at the gate.

I.D. #	Size HA	Location	Comments
		LOT 15, BLOCK 471, Harwood Dr to SE corner of 7592 Aulds Rd with a narrow ROW between 7478 & 7468 High Ridge Crescent	Lot 15 is District property. Currently treed with a steep slope on the south side of the lot. At the top of this slope is a narrow ROW between 7478 and 7468 High Ridge Crescent. Improvements: • Construct hiking trail on the narrow ROW to a potential viewpoint at the top of the steep slopes above the lower portion of the park. Investigate a hiking route down the steep slope to connect to a future trail connecting the south side of Galloway Marsh to the southwest corner of project #34. • Install public access signage at trailheads.
		Legacy Marsh/Normarel Dr 6775 Normarel Drive	The small park, at 6775 Normarel Drive, is partially in Legacy Marsh. The marsh is in a <i>Development Permit Area</i> and is also a catchment area for the Knarston Creek drainage basin.(Ref: <i>Koers Drainage Study, 2007</i>). Improvements: • Design and construct the trail, refer to ID #65, with a viewpoint or viewing area.
	0.17	Jenna 6984 Jenna Drive	Jenna Park is an undeveloped treed area with potential to provide connections to future pathways to Bloods Creek corridor, Dickinson Rd, Owen Rd, and Jenna Dr. Improvements: • Initiate a trail system linking Owen-Rosalyn Rd neighbourhood and Village Centre; • Incorporate the park into a future larger park in this area; and • Include protection of riparian area along Bloods Creek.
	8	Pierce Woods Marine Park 8306 Sabre Rd	Purchased by the District in 2021, this 3.24 hectare waterfront park is open to the public. A park plan is in development stages. Access is from Island Hwy to a parking area above the park gate entrance. The park is treed with grassed open areas and serves as the trail head for the proposed Sea to Summit Trail. Improvements: • Remove dead trees and invasive species.

I.D. #	Size HA	Location	Comments
	0.52	Rotary 6845 Peterson Rd	Rotary Park includes a small field, pump track, playground, features for mountain bike skill development, and memorial trees. Improvements: • Replace tires and gravel as needed. • Add memorial trees along west side. • Replace play equipment. • Improve drainage along south edge.
	0.09	Sebastion 7342 Lantzville Rd	Sebastion Park is an undeveloped, treed park with a trail. Improvements: • Remove invasive species. • Keep trail free from deadfall.
	0.54	Southwind 8262 Southwind Dr	Southwind Park is an undeveloped, treed park. There is a steep slope adjacent to the road, then gradual slope. The park is a section of the proposed Sea-to-Summit Trail. Improvements: • Construct a hiking trail, north-south, through the park; • Acquire a ROW from an adjacent landowner for a hiking trail connection to the E&N railway underpass. Note: from there it is a short walk to Pierce Woods Marine Park; and, • Assess potential for parking at end of Southwind Rd.
	0.10	Stevens at 7101 Stevens Place	Stevens Park is a small, wooded neighbourhood park. It can provide connections north to future pathways and park land. Improvements: • Complete clean up and restoration; • Research the educational opportunities with Seaview School; • Construct a trail through the park to north park boundary for connection to future pathways, ID # 46; and, • Refer to Design Committee for work on park design.

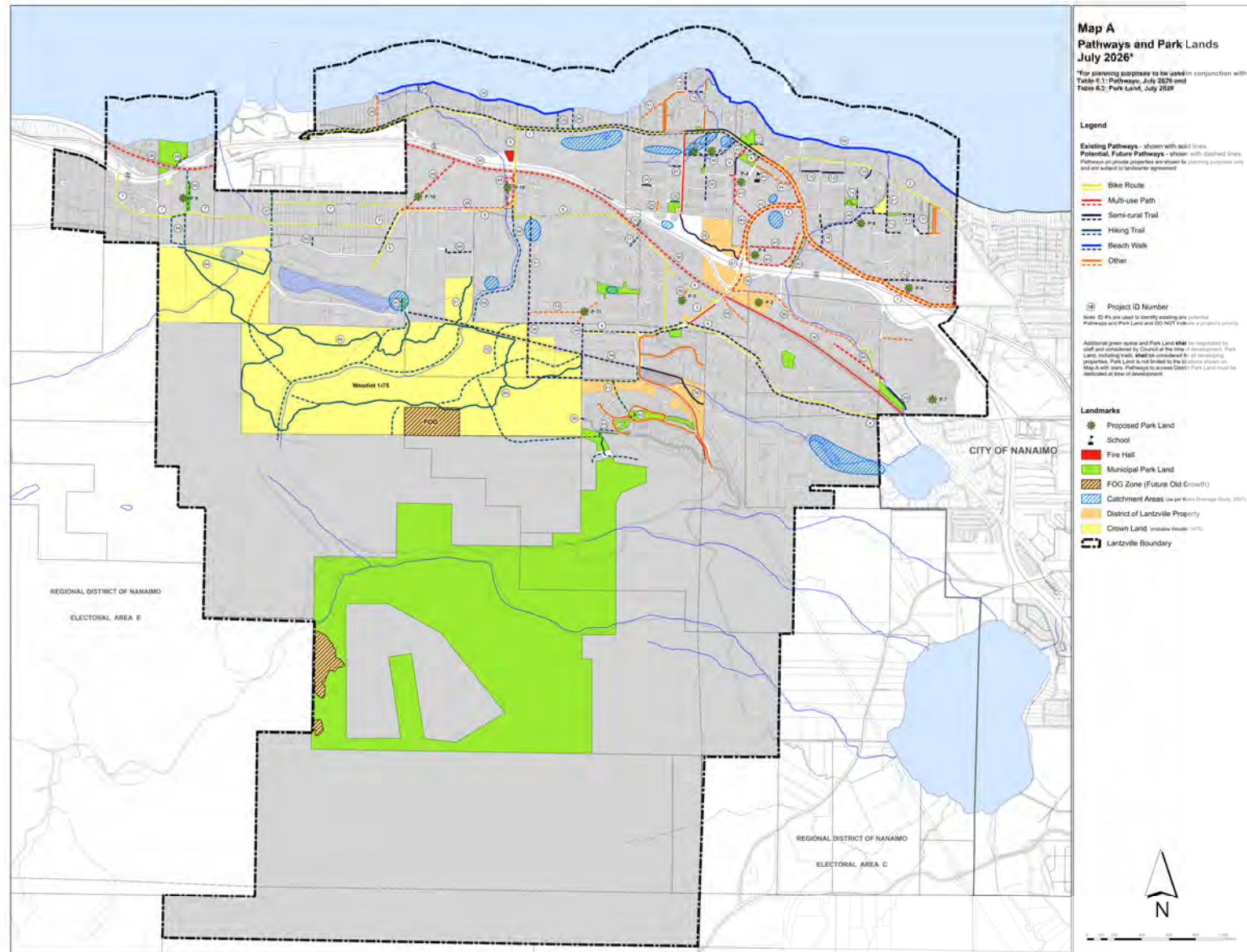
I.D. #	Size HA	Location	Comments
	0.50	Tennis Court 7005 Lantzville Rd	The property is zoned 'Community Service'. The tennis court is a permitted use under the current Community Service zoning. Improvements: • Apply for grant funding repair to repair and resurface the tennis court; • Complete clean-up and restoration of the surrounding area. Remove invasive species; and, • Design and develop the surrounding areas for other recreation uses. Recommended to run a user survey. Recommend to refer to the Design Committee once future uses are determined.
		Tonnerre Way Lot: 64 - Plan: EPP82584	The park land is located south of Tonnerre Way. It is undeveloped with existing hiking trails. There is an existing trailhead mid-way up the south side of Tonnerre Way for hiking to the upper reservoir and other hiking trails. Access is currently not available at this trail head as Tonnerre Way is a private strata road. Improvements: • Explore the option to access the trailhead via a hiking trail constructed on District property on the north side of Tonnerre Way from Halsall Place to where one would cross the road to the trailhead. • Update mapping once access trail is completed. Connections to hiking trails in the Foothills and Woodlot.
	0.49	Ware 7387 Aulds Rd	Ware Park is an undeveloped, treed park. Tree density is moderate. The park slopes moderately uphill from Aulds Rd. Improvements: • Design and construct a future trail system for hiking within the park land; • Annual staff checks recommended to ensure no encroachments from neighbouring properties; and, • Update mapping when hiking trails are constructed.
TOTAL			

I.D. #	Size HA	Location	Comments
			Park Lands: Part B - Potential Park Land within Private Property* * subject to landowner agreement.
P-1	0.6	7052 Peterson Rd	The area is marsh land and is protected under DPA 1 - Watercourse Protection. Improvements: • Design and construct pathways to the park land for public access and connections to Peterson Rd and to the future pathways north of Stevens Park. • Update mapping at time of dedication. • Complete pathways with connections to project ID #46.
P-2	2.0	Lantzville Projects 7915 Clark Drive West (Clark)	The land, located within the future Clark Medd development, was transferred to the District as part of the Phased Development Agreement (PDA). (Refer to Amenities and Schedule C of the PDA). Improvements: • Recommended that 1.2 hectares be designated a park land with pathways to connect to the future trail in the Bloods Creek riparian area and to the E&N multi-use path; • Design and construct the above connection pathways with connections to Pathways ID #3, 30, 56; and, • Update mapping.
P-3		Lantzville Projects 6790 Philip Rd (Medd)	Applicants, at time of development, are to dedicate, design, and construct park land in the Medd portion of the Clark Medd development per the Phased Development Agreement (PDA), which includes natural playground features in the section of the park adjoining Ronald Rd. (Refer to Amenities and Schedule H of the PDA). Ensure connections to Pathways ID #3, 6, 56.

I.D. #	Size HA	Location	Comments
P-4		Lantzville Projects (Village South)	Parcels identified as 7220 Ware Rd, 7133 Lantzville Rd, 6855 Wiles Rd, and Remainder of DL 45. Applicant, at time of development, is to dedicate, design, and construct: a) Two catchment areas located in the low lying, northern portions of the property - one east of Ware Rd and one west of Ware Rd. Include DPA protection (Reference: OCP Map 9 and Koers Drainage Study, 2007); b) Park Land in proximity to Seaview School (Reference: OCP Map 5); c) Park Land near the southwest portion of the property, east of Ware Rd (Reference: OCP Maps 5); and d) Connection pathways for public access to catchment areas and park land (Reference: <i>OCP Map 5</i>). Connections to Pathways ID #1, 3, 42, 43, 45.
P-5		7425, 7405, 7335, 7317, 7281 and 7303/7283 Lantzville Rd 7023 Peterson Rd	Applicants, at time of development, are to dedicate, design, and construct: a) Park Land in the catchment areas located in the low lying, portions of the properties (Reference: OCP Map 9 and Koers Drainage Study, 2007); b) Pathways within the park land; and c) Connection pathways to Leland Rd and to Lantzville Rd. Connections to Pathways ID #21, 46.
P-6		7035 Owen Rd and 7050 Lantzville Rd	Applicants, at time of development, are to dedicate, design, and construct: a) Park Land including areas for protection of the riparian area for Bloods Creek; b) Pathways within the park land; and c) Connection pathways to the Village Core, the Crown Land at 6986 Jenna Drive, and 7045 Caillet Rd. Connections to Pathways ID #1, 40.

I.D. #	Size HA	Location	Comments
P-7		7650, 7612 and 7622 Clark Dr	Applicants, at time of development, are to dedicate, design, and construct: a) Park Land; b) Pathways within the park land; and c) Connection pathways, including through MOTT land, to connect to City of Nanaimo trails including Metro Drive and Parkway Trail. Future connection to the E&N, ID #30, and City of Nanaimo.
P-8		6950 Lantzville Rd and 6960 Lantzville Rd	Applicants, at time of development, are to dedicate, design, and construct: a) Park Land; b) Pathways within the park land; and c) Connection pathways to the road ROW just north of the properties. Connections to Pathways ID # 1, 12.
P-9		8293 Island Hwy North 8238 Southwind Drive	Applicants, at time of development, are to dedicate, design, and construct: a) Park Land to expand Southwind Park; b) Pathways within the park land; and c) Connection pathways Note: The Lane proposed for connecting Fawn Rd to the end of Southwind Dr. lies in the 8293 property. Refer to project ID #7. Connections to ID #7, 30, 59. Reference: Parks, Trails and Recreation Plan, 2008. <i>Further parkland dedication should adjoin the existing dedication. The overall intent is for a natural park that protects the steep slope, offers a viewpoint...and trail connections to the Bayview Park Drive neighbourhood to the west, Copley Trail to the south and a future rail corridor trail to the north.</i>
P-10		Rem. of Lot 1, Lot 2, and Lot 3 D.L. 53 Nanoose District Plan 2490. (Commonly known as GEE/Superior properties)	Applicants, at time of development, are to dedicate, design, and construct: a) Park Lands with dedication in areas as shown on OCP Map 5; b) Pathways within the park land; and c) Connection pathways. Connections to Pathways ID #5, 30, 48.

I.D. #	Size HA	Location	Comments
P-11		7555 Fernmar Rd	Applicant, at time of development, is to dedicate, design, and construct: a) Park Land; b) Pathways within the park land; and c) onnection pathways to Fernmar Rd, Hurd Rd, and Cull Rd. Connections to Pathways ID #33, 34, 53.



Appendix 1: Design Guidelines for Pathways

Bike Routes

Bike Routes and Design Guidelines	
Level of Use	low-high
Types of Use	Road bikes. E-bikes.
Surface	Asphalt
Width	1.5m located to the right of a road's white line
Vegetation clearance	Maintained to be clear of the route: not encroaching
Horizontal curves	As road dictates
Slope and drainage	As road dictates
Level of Maintenance	None to Low
Barriers	Cyclists may encounter sections where the road has been narrowed such that there is no space to the right of the former white line. A narrowed section usually has a speed limit of 30 km and signage that directs cyclists and vehicles to "Share the road".
Comments	Wearing a safety approved bike helmet is required by law. Level of difficulty: moderate to difficult. Likely not suitable for young and inexperienced cyclists. Roads may have steep hills and heavy traffic. Experience is recommended: able to ride in a straight line, perform emergency stops, shoulder check and use hand signals.

Multi-use Paths

The District of Lantzville does not have a current design guideline for multi-use paths. Below is one that could be considered for future use and addition to relevant bylaws.

Multi-use Path and Design Guidelines	
Level of Use	high
Types of Use	Pedestrians, strollers, skateboards, horses, bikes, E-bikes and other e-assisted modes of travel.
Surface	Asphalt or compacted fine gravel.
Width	3 m - 4 m depending on the location, users and volume of users.
Vegetation clearance	Maintained to be clear of the route: not encroaching.
Horizontal curves	To follow natural terrain but not excessively sloped.
Slope and drainage	As terrain dictates.
Level of Maintenance	Low
Accessibility	Designed to be accessible to a wide range of users and trip purposes, asphalt is the preferred surface.
Comments	Must be physically separated from the road. They can be located in rail corridors, greenway corridors, utility corridors, parks, along waterfronts, and adjacent to a road or highway. Level of difficulty: low to difficult

Semi-rural Trail

Semi-rural Trail Design Guidelines	
Level of Use	Low - moderate
Types of Use	Walking, jogging, dog walking, bikes
Surface	Permeable and firm: gravel or other including native soil
Width	1.0-2.0 m
Vegetation clearance	0.5m clear zone on each side and 2m vertical clearance.
Horizontal curves	Maintain sightline through corners (ie: construct on outside of a corner when feasible). Curves to ease construction and to enhance the character of the trail.
Slope and drainage	Preferred maximum of 10%. Steps for steep slopes. About 2% cross slope or crowned construction so that water is shed off the surface. Removal of some vegetation and organic matter may be required.
Level of Maintenance	Low
Barriers	Fences (ex: metal post and boards, split rail), boulders.
Comments	Limited amenities: benches, water fountains, garbage cans are options. Green crosswalks for road crossings as needed. Side of a road: 1.5m required separation from the white line. Constructed on public property with minimal impact to private property owners when removal of vegetation, bushes etc. is necessary. Example in Lantzville is the Lancewood to School field trail

Hiking Trail

Hiking Trail Design Guidelines	
Level of Use	Low-high. May be seasonal use.
Types of Use	Hiking, trail running, dogs, may be suitable for mountain bikes
Surface and material	Natural terrain and native soil that may have roots, rocks, sand and steep sections.
Width	Varying: singletrack, doubletrack and wider.
Vegetation clearance	Natural. Usually not cut. Clearance varies.
Horizontal curves	Yes especially when the trail has been constructed to manage steep sections with switchbacks or to meander around large trees.
Slope and drainage	Terrain may be steep. Materials for erosion and drainage control are usually sourced near the trail (ex: mineral soil in roots of fallen trees, rocks for firming wet surfaces and managing flow of rain water.
Level of Maintenance	None to Low
Barriers	Riparian areas. May have cliffs in close proximity to the trail and at viewpoints.
Comments	Level of difficulty: easy to difficult. Be prepared. Expect wildlife (ex: bears, cougars). Cell service questionable.

Appendix 2 Moving projects forward: November 2022- July 2026

A number of projects were acted on by the Council, during their 2022-2026 term. The table below was created for ease of reference to the projects and to show the status of each resolution. The status of each resolution is noted in the far right column as completed, pending or in process. Table 4.2 provides a comprehensive list of these resolutions.

Table 4.2: Council resolutions, 2022-June 2026

Date and ID of Resolution	Resolutions	Status
November 30, 2022 C22-222	Bylaw No. 175 MOVED and SECONDED, THAT staff bring forward for the December 7, 2022 regular meeting of Council, “District of Lantzville Subdivision and Development Works and Services Bylaw No. 175, 2020” for review, discussion and potential amendment motions; AND FURTHER THAT staff provide a report for consideration at the January 11, 2023 regular Council meeting that outlines options for wording in “District of Lantzville Subdivision and Development Works and Services Bylaw No. 175, 2020” that would remove the road standards of major metropolitan cityscapes, and instead encourages semi-rural-style designs, incorporating such elements as permeable walkways, natural pollutant filtering rain garden requirements, and a preference for nature-based solutions to stormwater management in subdivisions; all possibly to be continued via special meetings in the near future. CARRIED UNANIMOUSLY	In process Bylaw No. 175 Pathways and road standards
January 25, 2023 C23-26	MOVED and SECONDED, THAT staff erect Share the Road signs before the Village Core Phase 1 road narrows, in both directions; AND FURTHER THAT staff paint share the road bike logos on both sides of the road in the narrowed roadway. CARRIED UNANIMOUSLY	In process
March 29, 2023 C23-105	MOVED and SECONDED, THAT Council authorizes staff to expend up to \$8,000 to have a chain link fence constructed along the proposed 60 m long x 3 m wide school access trail from Lancewood Avenue to 7001 Lantzville School Road, within the Licence of Occupation area in the event that a Licence of Occupation is secured and issued to the District of Lantzville; AND FURTHER THAT the Financial Plan be amended for the fencing expense to be funded from the Community Works (Gas Tax) fund. CARRIED UNANIMOUSLY	Completed Seaview Elementary School Access Trail school field to path at end of Lynn Rd

Date and ID of Resolution	Resolutions	Status
October 11, 2023 C23-255	MOVED and SECONDED, THAT staff be directed to contract Lisa Zwarn to consult with Koers and Associates Engineering and bring forward for Council consideration, a draft of “District of Lantzville Subdivision and Development Works and Services Bylaw No. 175, 2020” to include the following amendments: a) The preferred road standard for new subdivisions and replacing current roads is to have an asphalt road with flush curbs, then gravel/grass roadside parking on both sides of the road, then a section with a drainage swale with storm sewer pipes if required, and street trees, then a gravel or asphalt pedestrian walkway or multi-use path. Include bike lanes where possible. Where the terrain limits space or has other peculiarities, the order of these elements can be changed, eliminated, or be limited to one side of the road. The design of roads to replace existing roads requires approval from Council. b) Section 2.5 Rainwater Management, guidelines 1-25 become mandatory, and guidelines 26 – 32 (Approved Storm Drain (Piped Systems) are only used as a backup system, if needed to handle unusual high volume of rain runoff in storm events. c) Streetlights in new subdivisions must minimize negative effects on Lantzville’s dark night skies and residents’ homes, and must mimic the examples of the Lone Tree Development in the Foothills, where there are no streetlights on Spence’s Way and small twelve-foot-high light poles with 14-watt lights on Harwood Drive; AND FURTHER THAT funding for the retention of the consultant is from Council's 2023 One Time Operating Projects Reserve Fund. CARRIED UNANIMOUSLY	In process Bylaw No. 175 Pathways - road standards, rainwater management, streetlights
November 8, 2023 C23-288	MOVED and SECONDED, THAT staff proceed with work and paint the “Share the Road” bike logos on the road <i>[entering the Village Core where Lantzville Road narrows at Caillet Road and where the road narrows at School Road]</i> and also place signage to show cyclists to Share the Road by cycling the road and not to the side of vehicle traffic. CARRIED UNANIMOUSLY	In process/Unknown Bike Routes Pedestrian safety

Date and ID of Resolution	Resolutions	Status
December 6, 2023 C23-336	MOVED and SECONDED, THAT Council directs staff to examine the sections of road identified below and recommend to Council the best methods for directing cyclists through these areas including options to 'share the road' and/or use the pathway to the side of the road; AND FURTHER THAT the recommendations alert traffic that these two sections of road are narrowed in width and are for 'share the road' use: 1. The section of road heading out of Lantzville where the road narrows, in the west direction only, in front of the new Sabrina subdivision. 2. The section of road, in both directions, where the road narrows in front of the new Shale Road subdivision off Dickinson Rd. located between 6943 and 6966 Dickinson Rd. CARRIED UNANIMOUSLY	In process/Unknown Bike Routes Pedestrian safety
February 21, 2024 C24-045	MOVED and SECONDED, THAT staff be directed to use the design sketch titled "Jacks Road End" for the Jacks Road beach road end improvement, as presented at the February 21, 2024 Council Meeting, as a rudimentary starting point for future input by residents and Council, in the process of achieving a final design; AND FURTHER THAT staff be directed to begin the process of removing the patches of remaining asphalt and implementing the improvements as soon as possible. CARRIED	Completed Beach Access - Jack's Rd end
March 6, 2024 C24-056	MOVED and SECONDED, THAT Council directs staff to purchase two bike racks of the same make, model and colour as those installed at Harper Beach, and to install them at Eby beach in approximately the same location identified in the photo presented at the March 6, 2024 Regular Meeting of Council; AND FURTHER THAT this be funded from the One-Time Projects reserve; AND FURTHER THAT the 2024-2028 Financial Plan be amended accordingly. CARRIED UNANIMOUSLY	Completed Bike Racks - Harper Rd end
March 20, 2024 C24-063	MOVED AND SECONDED, THAT Council directs the Parks and Trails Committee to review the 2010 Lantzville Trails and Journeyways Strategy and the 2008 Parks and Trails Plan and provide recommended edits to Council. CARRIED UNANIMOUSLY	Completed Refer to Pathways, Park Lands and Recreation, District of Lantzville, July 2026

Date and ID of Resolution	Resolutions	Status
April 10, 2024 C24-079	Phase 2 Landscape Plan for the Village Core MOVED AND SECONDED, THAT Council directs staff to implement the attached landscape plan titled “Phase 2 Landscape Plan” by hiring as soon as possible a landscape company to: i) install and prepare the soil then install the plants, the landscape cloth, the birds eye pea gravel and the big stones and coordinate with the installer of the benches and the bike racks on the south side of Lantzville Road; ii) prepare the soil then install the swale plants recommended by a qualified nursery in the swale on the north side of Lantzville Road; AND FURTHER THAT this be funded using the funds previously allotted by Council for landscaping and other finishes of the Phase 2 Village Improvement, and if needed, the Gas Tax fund; AND FURTHER THAT Council directs staff, while nursery stock is available, to purchase the plants needed including three reserve pine trees added to the design and determine the timing and cost of an appropriate irrigation system for gardens one two, three, four; AND FURTHER THAT Council recommends to staff that all bike racks, benches and other landscape objects be brought back in a report for Council’s consideration. CARRIED	Completed
April 24, 2024 C24-101	MOVED AND SECONDED, THAT a small area in the Pierce Woods Marine Park be set aside for the display of memorial plaques on posts honouring past residents of Lantzville, and that Council will determine the location in the park; AND FURTHER THAT the small amount of funding needed to install the first few posts be funded from the Marine Park budget, or secondarily from the One Time Project Operating Reserve Fund; AND FURTHER THAT Council authorizes staff to proceed with the installation of a gravel parking lot, with the authorized location at the Southeast corner of the property adjacent to Sabre Road to be funded from the Marine Park budget. CARRIED UNANIMOUSLY	Pending? Pierce Woods Marine Park
May 22, 2024 C24-126 C24-127	MOVED AND SECONDED, THAT Council approves the draft plan included in the agenda for bike parking in the Village Core Phase 2. CARRIED UNANIMOUSLY MOVED AND SECONDED, THAT Council authorize the purchase of six Sunset XS Racks from GoGreenSpoke Bike Parking Solutions, (4 in-ground mount and 2 surface mount, all in Bengal Silver), at the purchase cost of \$5115.49 to be funded from Gas Tax; AND FURTHER THAT, the bike racks be installed in locations as shown in the Schedule A maps as presented during the May 22, 2024, Council meeting; AND FURTHER THAT, the 2 surface mount racks be installed in the two semicircle areas located in front of the pub including installation costs. CARRIED UNANIMOUSLY	In process - 2 Bike racks not installed Bike racks - Village Core

Date and ID of Resolution	Resolutions	Status
July 10, 2024 C24-197	THAT Council direct staff to add a trail standard to Bylaw 175 called “Semi-rural Trail” noting that this Trail must have a permeable surface, of 1.0-2.5 m average width, with curves to follow natural terrain, and a minimum distance of 1.5 m to the right of the white line when adjacent to a road. AMENDMENT THAT Council delete “1.0-2.5 average” and insert “1.0-2.0” AND FURTHER THAT Council recommend that the Design Guidelines for “Semi-rural Trail”, as outlined in Table 1 attached, be included in Bylaw 175. CARRIED UNANIMOUSLY	In process Bylaw 175 and Design Guidelines for “Semi-rural Trail
July 24, 2024 C24-207	MOVED AND SECONDED, THAT Council direct staff to add a trail standard to Bylaw 175 called “Semi-Rural” trail, noting that this trail must have a permeable surface of 1.0-2.0 meter width, with curves to follow the natural terrain, and a minimum distance of 1.5 meters to the right of the white line when adjacent to a road; AND FURTHER THAT, Council recommend that the design guidelines for Semi-Rural trails as outlined in table 1 attached be included in Bylaw 175. CARRIED UNANIMOUSLY	
July 24, 2024 C24-208	MOVED AND SECONDED, THAT WHEREAS access may be needed through a development or a strata road, THAT the Parks and Trails Committee recommends THAT the District of Lantzville Council direct staff to ensure that all development applications include public access through the development to park land and public trails within or adjacent to the proposed development; AND FURTHER THAT, Council direct staff to investigate securing a public access along Tonnerre Way to proposed access to the public parks trail located at the end of Tonnerre Way. CARRIED UNANIMOUSLY	In process Park Land and Public Access
July 24, 2024	MOVED AND SECONDED, THAT Council instructs staff to replace the "Project Description" in the “District of Lantzville 2024-2028 Financial Plan Bylaw No. 360, 2023” under GL code #06-5-55- 527 with the following: “A semi-rural trail of 1.0-2.0 m width as terrain allows, with curves to follow natural terrain, constructed with a permeable firm surface AND located on the south side of Lantzville Road from Leland Road to Peterson Road, crossing the pedestrian crosswalk at Peterson Road then continuing along the north side of Lantzville Road to Huddlestone Road AND with a minimum distance of 1.5m from the white line, to separate users from road traffic and preserve this space for cyclists; AND FURTHER THAT this be funded from the Climate Action Program Grant with the money remaining allocated to future paths of this description. CARRIED UNANIMOUSLY	Completed Lantzville Rd: Semi-rural trail Leland Rd to Huddlestone Rd

Date and ID of Resolution	Resolutions	Status
July 24, 2024 C24-214	MOVED AND SECONDED, THAT Council direct staff to continue the “Leland to Huddlestone trail” from Huddlestone Road to the crossing walk at Tweedhope and School Road according to Table 1 attached with deletion of the word paved in Table 1 on page 125 of the July 24, 2024, agenda. CARRIED UNANIMOUSLY	Completed Lantzville Rd: Semi-rural trail Huddlestone Rd to Tweedhope Rd
July 24, 2024 C24-216	MOVED AND SECONDED, THAT the process of designing the Sebastion beach road end be initiated by inviting residents on the District website and in the Community Update to give input on the features they desire such as greenspace, bike rack, washroom, etc, CARRIED UNANIMOUSLY	Completed Sebastion Rd end resident input
September 11, 2024 C24-230	MOVED and SECONDED, WHEREAS Council identified improvements for Harper Road, Lavender Road, and Jacks Road as strategic priorities, and both Lavender and Jack’s are already underway, THEREFORE BE IT RESOLVED THAT Council directs staff to include Harper Road improvements in the 2025 portion of the upcoming Draft 2025-2029 Financial Plan for Council's Consideration; AND FURTHER THAT Council directs staff to compile the previously completed beach road end survey data for Harper Road and provide it to Council, so that Council may consider elements for design and the solicitation of future public feedback regarding Harper Road. CARRIED UNANIMOUSLY	 Harper beach road end design in process
October 9, 2024 C24-267	THAT Council establish a Park Land Acquisition Reserve Fund bylaw to be brought forward for Council's consideration, pursuant to the requirement for such a Reserve in the Community Charter, and that any monies received for parkland to date, including estimated earnings thereon, as per the Community Charter, be transferred into this Reserve Fund. CARRIED BY CONSENT	Completed Park Land Acquisition Reserve Fund Bylaw established
October 9, 2024 C24-288	MOVED AND SECONDED, THAT Council postpones the following motion indefinitely “THAT the Parks and Trails Committee recommend that the District of Lantzville Council direct staff to construct a “Semi-rural Trail” along the north side of Dickinson Rd from Lantzville Rd. to the Oar Rd pedestrian crossing; AND FURTHER, THAT the construction of this trail be noted as a “high-priority.” CARRIED UNANIMOUSLY	 Dickinson pathway postponed
October 23, 2024 C24-299	MOVED AND SECONDED THAT some of the remaining heathers be used to improve the spacing of the planted heathers per the design approved by Council in order to reduce bare patches and minimize weed growth in the future; AND FURTHER THAT the species and their location be followed during this work according to the heather layout design approved by Council. CARRIED	Pending Village Core Phase 2 Landscaping

Date and ID of Resolution	Resolutions	Status
October 23, 2024 C24-302 November 6, 2024 C24-328	MOVED AND SECONDED THAT Council direct staff to prepare a draft plan consistent with the original motion [Motion C23-214] and submit it to Council for consideration prior to scheduling an open house for the Lavender Road End design. CARRIED UNANIMOUSLY MOVED AND SECONDED, THAT Council direct staff to immediately undertake and complete the following work on the Lavender Road End Property: • Remove wooden stairs and wooden cribbing • Place fill • Slope the grade (see figure 1- area A attached) • Remove all invasive vegetation (see figure 1 – area B attached) AND FURTHER, THAT the proposed work be funded from the Community Works Fund. CARRIED UNANIMOUSLY	In process Lavender Road End and beach access.
December 4, 2024 C24-355	MOVED AND SECONDED, THAT “District of Lantzville Zoning Bylaw No. 180, 2020, Amendment (7101 Stevens Place) Bylaw No. 380, 2024” be given third reading. CARRIED UNANIMOUSLY	Completed Park Land - 7101 Stevens Place rezoned to Park
February 12, 2025 C25-107	MOVED AND SECONDED, THAT Council directs staff to investigate the allocation of Provincial funds for planning on the Island Rail Corridor that runs from Ware to Superior Road; AND FURTHER THAT a report be provided to Council. DEFEATED	In process Staff will pursue funding in the future when timing is better.

Date and ID of Resolution	Resolutions	Status
March 26, 2025 C25-177 September 17, 2025 C25-366	MOVED AND SECONDED, THAT the following motion be referred to staff to incorporate into a staff report for quarter two with a general policy on volunteer work: “THAT Council approve Volunteer Days scheduled for Saturday May 10th and Saturday May 17 from 9 am - 12 pm, meeting at the tennis court by Seaview Elementary School for the removal of invasive species (ex: blackberries and ivy) in and around the Tennis Courts, AND FURTHER THAT council direct staff to prepare an announcement for the April issue of the Community Update, the District Facebook page and in the notices on the homepage of the District website.” CARRIED UNANIMOUSLY MOVED AND SECONDED, THAT Council refers the following motion back to staff: “THAT Council give final approval for the Volunteer Programs Policy as attached to the Report to Council dated September 17, 2025.” CARRIED UNANIMOUSLY Note: Council directed staff to simplify the Policy	In process Volunteer in Parks policy
April 9, 2025 C25-193 April 8, 2026 C26-143	MOVED AND SECONDED, THAT Council direct staff to proceed with an RFP for the development of an Active Transportation Plan, AND FURTHER THAT the District’s 2025 Financial plan be amended to include the Active Transportation Network Plan grant project at a cost of \$100,000, with 50% (\$50,000) of Provincial grant funding and 50% (\$50,000) of District funding, with the district’s funding share coming from the Community Works Reserve Fund. CARRIED MOVED AND SECONDED, THAT Council acknowledges the Active Transportation Plan has been completed, as presented, in the April 8, 2026, Council meeting agenda. CARRIED	Completed Active Transportation Plan
May 14, 2025 C25-247	MOVED AND SECONDED, THAT staff provide council with a costing for the pathway from Huddlestone to the walk of honour with a cement surface similar to the walk of honour; AND FURTHER, THAT a staff report for the parking and upgrades to the existing crosswalk area at Tweedhope Road be presented to council at a future meeting with a source for funding; AND FURTHER, THAT staff give an explanation of the culvert footpath design into Huddlestone park; AND FURTHER, THAT staff continue with work required to complete the trail from Huddlestone to the east end of the walk of honour. CARRIED UNANIMOUSLY	Completed Huddlestone Rd to Walk of Honour Pathway

Date and ID of Resolution	Resolutions	Status
June 11, 2025 C25-267 C25-268	MOVED AND SECONDED, THAT Council approve the concept drawings for the Lantzville Road Pathway from the Walk of Honour to Costin Hall Parking lot as attached in the June 11, 2025 agenda. CARRIED UNANIMOUSLY MOVED AND SECONDED, THAT Council approves the modification of the typical cross section from High Fines Surfacing Aggregate to Concrete (cement) surface from Huddlestone Road to the Walk of Honour. CARRIED UNANIMOUSLY	Completed Walk of Honour to Tweedhope Pathway
June 11, 2025 C25-270	THAT Council approves the Lantzville Road at Tweedhope Pedestrian/Costin Hall pedestrian crossing and pedestrian island improvements as presented in the June 11, 2025, agenda with the \$40,000 cost to be drawn from the Transportation Infrastructure Reserve Fund. CARRIED	Completed Tweedhope Pedestrian Crossing
July 16, 2025 C25-291	MOVED AND SECONDED, THAT "District of lantzville Zoning Bylaw No. 180, 2020, Amendment (Future Old Growth Rezone) Bylaw No. 383, 2025" be adopted. CARRIED BY CONSENT Note: Land legally described as: "LOT 64, BLOCKS 471, 206 & 794, NANOOSE DISTRICT, PLAN EPP82584"	Completed Future Old Growth (FOG) Zone
July 16, 2025 C25-296	MOVED AND SECONDED, THAT Council direct staff to investigate the availability and eligibility of Tennis Canada/National Bank grant program for restoring Lantzville's Tennis Courts; AND BE IT FURTHER RESOLVED, THAT staff report back to Council with the details and options for this grant prior to the 2026-2030 Financial Plan process, for Council's consideration. CARRIED UNANIMOUSLY	Pending? Tennis Court rehabilitation
September 3, 2025 C25-348	MOVED AND SECONDED, THAT Council direct staff at their discretion to apply for the Federal "Growing Canada's Community Canopies Plans and Study Grant" opening in October 2025 and the "Federal Adaptation in Action Feasibility Study" Grant as detailed at the September 3, 2025, Council meeting. CARRIED UNANIMOUSLY	Pending? Tree Planting and Green Infrastructure grants

Date and ID of Resolution	Resolutions	Status
October 8, 2025 C25-387	MOVED AND SECONDED, THAT Council direct the Parks and Trails Select Committee to provide recommendations for improvements to existing parks in the recommended edits to the Parks and Trails Recreation Plan, 2008 and the Trails and Journeyways Strategy, 2010 AND FURTHER, THAT after the recommendations are presented to council. CARRIED UNANIMOUSLY	Completed Refer to Table 2: Park Land and Map A 2026 in the document <i>Pathways and Parks in the District of Lantzville, 2026</i>
October 22, 2025 C25-406	MOVED AND SECONDED, THAT Council direct staff to apply to the SOARC BC grant “Local Community Accessibility Grant Program” with the intention to use the funds for accessible upgrades in Huddlestone park, with any remaining funds directed towards and accessible pathway from the washroom to the parking lot and other accessible pathways and other needed accessible projects. CARRIED UNANIMOUSLY	Completed Huddlestone Park - Accessibility upgrades
November 26, 2025 C25-458	THAT the following items be referred to the Design Committee in order to recommend a design to Council and for the Committee’s Design Consultant to implement in consultation with Public Works, each of these designs which are approved by Council; 1. Complete the Jack’s Road beach road end per the Council motion of February 21, 2024, by designing some infill greenery on the east side of the path; 2. Make proposed amendments to the Koers Design dated April 2020 for the Lavender Beach Road End; 3. Design improvements for the Harper Road beach road end; 4. Design the completion of the narrow strip of public land on the north side of the north walkway of Phase Two Village Improvement bordering the Halliwell property; AND FURTHER THAT the Design Committee Consultant, in consultation with Public Works, implement the Legion Plaza design approved by Council on November 6, 2024 and November 20, 2024; AND FURTHER THAT the Design Committee Consultant be funded by the Council One Time Projects Reserve and the implementation of the Legion Plaza be funded by the funds already allocated for the Legion Plaza. CARRIED UNANIMOUSLY	In progress Jacks Rd beach end Lavender Rd beach end Harper Rd beach end Phase Two Village Core improvements Legion Plaza completion

Date and ID of Resolution	Resolutions	Status
November 26, 2025 C25-461	THAT Council directs staff to work with the relevant property owners WHEREAS Council has discussed the option of installing volleyball nets somewhere in Lantzville, and Volleyball BC is offering grants of up to \$35,000 for the installation of outdoor volleyball nets; THEREFORE BE IT RESOLVED THAT Council directs staff to put a placeholder in the 2026-2030 Financial Plan for the installation of volleyball nets if Council should, at a future meeting, resolve to apply for this grant; AND BE IT FURTHER RESOLVED THAT Council refers the idea of public volleyball nets to the Parks & Trails Committee to make recommendations of location(s) during a 2026 Parks & Trails Committee meeting, so that Council can consider these locations and whether this is a priority during its 2026 Financial Plan deliberations. CARRIED UNANIMOUSLY	Volleyball Nets Refer to Table 2: Park Land in the document <i>Pathways and Parks in the District of Lantzville, 2026</i>
January 14, 2026 C26-13	MOVED AND SECONDED, THAT the following motion be referred to staff to complete a class D estimate: “THAT Council direct staff to proceed with the following project listed below in attachment 1: Ware Road - paint the road white line and add a 1.5m bike lane, asphalt surface, to the right side of the white line, on the west side of Ware Road from Aulds Road to Philip road with additional space where feasible for pedestrian use. This is a portion of the Project ID #4.” CARRIED UNANIMOUSLY	Pending? Bike route: Ware Rd- Aulds Rd to Philip Rd Class D estimate provided. Staff does not recommend to move forward.
January 14, 2026 C26-12	MOVED AND SECONDED, THAT the following motion be referred to the next Joint Working Group meeting on February 3, 2026: “THAT Council direct staff to proceed with the following project listed below in Attachment 1: Coordinate with Snaw naw as on a future active transportation route in the E&N Corridor from Ware Rd to the west end of the existing E&N shared pathway, across Superior Rd, to the Nanoose Snaw naw as east boundary, through Snaw naw as land continuing to Hwy underpass and on to the west end of the Lantzville boundary, ID #30.” CARRIED UNANIMOUSLY	In process staff to research grants and apply for grant funding
January 14, 2026 C26-14	MOVED AND SECONDED, THAT the following motion be referred to staff to complete a class D estimate to potentially include in the 2026 capital plan for implementation: “THAT Council direct staff to proceed with the following project listed below in attachment 1: Lantzville School Rd - construct a shared pathway from Lantzville Road to the District parking lot, with a permeable surface, and within the road right of way that is the west portion of the Lantzville School Road right of way, Project ID #8. CARRIED UNANIMOUSLY	Pending Pathway - Lantzville Rd to District parking lot at Seaview School

Date and ID of Resolution	Resolutions	Status
January 28, 2026 C26-37	MOVED AND SECONDED, THAT the Accessibility Advisory Committee recommends THAT Council install either Option 1 with the quoted cost with the single parking stall being asphalt or the updated quote with the entire parking lot being asphalt included as listed in the January 15, 2026, Accessibility Pathway to Huddlestone Park report, to connect the Huddlestone Park accessibility improvements and amenities to the parking lot. CARRIED UNANIMOUSLY	Completed Huddlestone Park - parking lot Accessibility stall
February 11, 2026 C26-55	THAT line item LL40 Tennis Court Rehabilitation 127 000 be approved and scheduled for 2026 and that council directs staff to get a cost estimate for quality resurfacing and the cost to include the ability to accommodate beginners tennis for Seaview School student users in consultation with Seaview School, to be funded by the upcoming Grant application and/or the Community Works Reserve Fund (Gas Tax). CARRIED UNANIMOUSLY	Completed Grant funding dependent - Tennis Court Rehabilitation
February 11, 2026 C26-57	THAT line item NT7 Green Infrastructure Plan 75 000 be scheduled for 2026 and approved for the 2026 to 2030 District of Lantzville Financial Plan, to be funded by either the current Federal "Adaptation In Action Feasibility Study" Grant for 70 000 if successful, or the Local Government Climate Action Program. CARRIED UNANIMOUSLY	Completed Green Infrastructure Plan
March 11, 2026 C26-104	MOVED AND SECONDED, THAT Council direct staff that the rezoning of the District right of way running from Peterson Road To Sebastion Road, adjacent to 7151 Sebastion Road be amended to Park Zone where legislatively permitted, and that staff not issue vehicle access rights if non currently exist, and if vehicle access rights do exist, to consider that in the Park Zone. CARRIED UNANIMOUSLY Refer to Table 1: Pathways, ID#18 and Map A 2026	In process Sebastion Rd to Peterson Rd - Rezone ROW to Park Zone
April 8, 2026 C26-142	MOVED AND SECONDED, THAT Council direct staff to explore the construction of a semi rural trail on the southeast side of Aulds Road from the Lantzville/Nanaino boundary and continuing past 7209 Aulds Road and then crossing Aulds Road to the northwest side and continuing to the intersection of Aulds Road and Ware Road to connect to the multi-use path alongside Ware Road. CARRIED UNANIMOUSLY	In process Aulds Rd Pathway construction scheduled for late 2026 or early 2027

Date and ID of Resolution	Resolutions	Status
April 8, 2026 C26-145	THAT Council direct staff to install a water bottle filling station at the Huddleston Park gazebo accompanied by a plaque naming the water dispenser, with the name containing the word Dan, to be determined by a voting contest conducted by the mayor, to be funded from the Council One Time Projects Reserve, pending Council approval of the cost. CARRIED UNANIMOUSLY	Pending? Huddleston Park improvement and the Water Bottle Filling Station

Appendix 3: References and Resources

District of Lantzville resources

Trails and Journeyways Strategy, 2010: <https://www.lantzville.ca/cms/wpattachments/wpID408atID3327.pdf>

Parks and Recreation Plan, 2008: <https://www.lantzville.ca/events/attachments/evID2074evattID6311.pdf>

Active Transportation Plan, 2026: <https://www.lantzville.ca/cms/wpattachments/wpID1160atID7227.pdf>

Development, Subdivision and Development Works and Services Bylaw 175, 2020: <https://www.lantzville.ca/cms/wpattachments/wpID478atID6613.pdf>

Staff report: <https://www.lantzville.ca/cms/wpattachments/wpID906atID5698.pdf>

Management and Improvement Policy, Lantzville Beach Accesses: <https://www.lantzville.ca/cms/wpattachments/wpID906atID5699.pdf>

The Foothills Comprehensive Development Plan: <https://www.lantzville.ca/cms/wpattachments/wpID916atID5664.pdf>

Toth and Associates Environmental Services, reports for 7052 Peterson Rd - Slogar Creek and Slogar Creek diversion to Huddleston Rd:
<https://www.lantzville.ca/cms/wpattachments/wpID1107atID6908.pdf> <https://www.lantzville.ca/cms/wpattachments/wpID1107atID6907.pdf>

Other British Columbia Resources

British Columbia Active Transportation Design Guide: (https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide-low-res/2019-06-14_bcatdg_section_e_rfs.pdf)

The BC Cycling Association: <https://bccycling.ca/bikesense-index/where-to-cycle>

HUB Cycling recommendations for Multi-use Paths:<https://hubcycling.ca/about-us/where-we-stand/multi-use-paths>

Nanaimo Trail Implementation Plan: https://www.nanaimo.ca/docs/recreation-parks/parks-trails/trail_implementation_plan.pdf

Nanaimo Transportation Master Plan: <https://www.nanaimo.ca/docs/transportation-and-mobility/ntmp/2014-07-10-nanaimo-transportation-master-plan-final-low-res.pdf>

Nanaimo Trail Implementation Plan: https://www.nanaimo.ca/docs/recreation-parks/parks-trails/trail_implementation_plan.pdf

Cowichan Valley Trail Standards and Guidelines:<https://www2.gov.bc.ca/assets/gov/driving-and-transportation/transportation-infrastructure/contracting-with-the-province/documents/04529-0001/schedule t3 - 13 - cvrd trail standards and guidelines 2014.pdf>

District of Squamish Trail Standards: <https://squamish.ca/assets/4eb318a9e3/Trail-Standards-Manual-0411.pdf>

Cycling and Safety

BC Cycling Coalition: <https://bccycling.ca/bikesense-index/cycling-skills-and-safe-practices>

Toronto Star report, Municipal Bylaws, E-bikes, parents and kids: <https://apple.news/AcYAm-eJpSMu4c5WpEW7xkw>

Escarpment Magazine, Inc.: <https://www.escarpmentmagazine.ca/recreation/cycling-safety/>

GRANT Opportunities

Federal Grants

Rural Transit Solutions Fund: <https://housing-infrastructure.canada.ca/rural-trans-rural/index-eng.html>

Climate Action Awareness Fund: <https://www.canada.ca/en/services/environment/weather/climatechange/funding-programs/climate-action-awareness-fund.html>

FCM Green Municipals Fund: <https://greenmunicipalfund.ca/about-green-municipal-fund#:~:text=Our purpose,to sustainable and resilient communities>

Canada Community Building Fund Community Works Fund: <https://www.ubcm.ca/bcsf>

Active Transportation Grant Funding: <https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/active-transportation/funding>